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VOYAGES

MADE IN THE YEARS 1788 AND 1789,

FROM

CHINA TO THE NORTH WEST COAST OF AMERICA.

TO WHICH ARE PREFIXED,

AN INTRODUCTORY NARRATIVE

OF

A VOYAGE performed in 1786, from BENGAL, in the Ship NOOTKA;

OBSERVATIONS ON THE PROBABLE EXISTENCE

OF

A NORTH WEST PASSAGE;

AND SOME ACCOUNT OF

THE TRADE BETWEEN THE NORTH WEST COAST OF AMERICA AND CHINA;

AND THE LATTER COUNTRY AND GREAT BRITAIN.

38436
B. 3013

BY *JOHN MEARES*, ESQ.

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M.DCC.XC.

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TO THE

RIGHT HON^BLE LORD HAWKESBURY,

PRESIDENT OF THE BOARD OF TRADE, *&c. &c.*

WHOSE COMMERCIAL ERUDITION AND OFFICIAL STATION,

RENDER HIM THE BEST JUDGE,

AND, THEREFORE,

THE MOST HONOURABLE PATRON,

OF ALL WORKS WHICH TEND TO PROMOTE THE INTERESTS, AND ENLARGE THE BOUNDARIES, OF *BRITISH COMMERCE*;

THIS VOLUME IS DEDICATED,

WITH THE GREATEST RESPECT,

BY HIS *LORDSHIP*'s MOST OBLIGED,

AND FAITHFUL HUMBLE SERVANT,

JOHN MEARES.

PREFACE.

THE wiſhes of friends,—the political circumſtances of the moment,—and, as I have been made to believe, the public expectation, have induced me to add the following Voyages to thoſe which have already been publiſhed, to improve the navigation and extend the commerce of the Britiſh Empire.—I do not pretend to be the rival,—but rather conſider myſelf an humble follower of thoſe eminent navigators whoſe reputation is become a part of the national fame; and though I may be permitted, as it were, to envy their ſuperior talents and advantages, I moſt ſincerely add my feeble teſtimony to that merit, which has ranked them among the illuſtrious names of my country.

Indeed I feel it a duty I owe myſelf, as well as to moderate the ſanguine expectation which may have ariſen reſpecting the hiſtory

of thoſe Voyages in which I have been engaged, and may be ſaid to have conducted, to obſerve, that they were Voyages of COMMERCE, and not of DISCOVERY; and that whatever novelty they may poſſeſs, or original information they may beſtow, aroſe out of, and form, as it were, an incidental part of a commercial undertaking.

The veſſels committed to my command, were fitted out in the ports of the Eaſt, by the commercial zeal of Britiſh ſubjects in that part of the globe.—It was my office, under their ſpirited and confidential encouragement, to explore new regions of Trade;—the intereſt therefore of thoſe patriotic merchants and gentlemen, who had entruſted a very conſiderable property to my care and controul, and the honour of gaining a ſmall portion of that reputation which is due to thoſe who promote the extenſion of the Britiſh commerce, were the ſole incentives to my zeal, and alone ſupported me under the difficulties, and amidſt the dangers I encountered in diſcharging my duty. When I was ſtruggling with the ſtorms of the Pacific Ocean,—when I was locked up in ice, and ſuffering the accumulated wretchedneſs of that ſituation on the ſhores of America,—or when I was engaged in advancing the principal object of the Voyage,—and availing myſelf of any accidental opportunity which occurred, of exploring thoſe dubious coaſts, I little thought it would be my future lot to give the hiſtory of this part of my maritime life to the world.—If I had looked forward to the poſſibility of ſuch an event,

I ſhould

I ſhould have enlarged my obſervations, and been more minutely attentive to a variety of objects which were but curſorily remarked; and qualified myſelf, during every part of my Voyages, to have given them all the intereſt they were capable of receiving, and all the information they were capable of producing. But without endeavouring to deprecate criticiſm by an affected humility, or defying it by an unbecoming confidence, I ſhall venture to expreſs my hopes;—that this Volume will be found to contain information uſeful to commerce, and inſtructions which future navigators may not diſdain to conſider; that the following pages will afford ſome entertainment to men who are curious in examining the various modes of human life; and that there are many paſſages in them which will heighten the feelings of thoſe who "ſit and think on what a ſailor ſuffers."

The Memoir on the China Trade, &c. muſt ſpeak for itſelf:—The Obſervations I have ventured to make on the poſſibility of a North Weſt Paſſage, muſt alſo be ſubmitted to the candid conſideration of inveſtigating minds.—It is, however, proper to add, that in ſupporting my opinion on that ſubject, I have had occaſional recourſe to the corroborating arguments of Mr. Dalrymple, in his admirable pamphlet on the Fur Trade, &c.

That every poſſible attention has been employed to render this Work, in ſome degree, worthy of the public favour, will, I truſt, appear

to every candid reader of it.—For its inaccuracies, though, I truſt, they will not be found to be very numerous, I muſt reſt for excuſe on the very great haſte in which it was neceſſarily prepared to meet the public impatience;—and I am diſpoſed to flatter myſelf that the indulgence I aſk will not be denied me.

JOHN MEARES.

November 16, 1790.

AN

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AN

INTRODUCTORY VOYAGE

OF THE

NOOTKA,—CAPT. MEARES,

FROM

CALCUTTA, TO THE NORTH WEST COAST OF AMERICA,

IN THE YEARS 1786, AND 1787.

IT might, perhaps, prove unintereſting to the reader were I to enter upon the hiſtory of this commercial expedition;—or to dwell on the patriotic ſpirit of many diſtinguiſhed perſons at Bengal which ſupported it, as well as thoſe honourable marks of zealous friendſhip and liberal confidence, which accompanied its conſignment to my care.—It might alſo be equally unimportant to others to be informed of the oppoſition it received,—the arts employed to fruſtrate it,—and the various, as well as painful difficulties I had to ſurmount in the arrangement of it:—I ſhall, therefore, proceed at once to relate the principal occurrences of the voyage which it occaſioned.

'On the 20th of January 1786, two veſſels were purchaſed for the purpoſe of this expedition, which were named the Nootka, of 200 tons, and the Sea Otter, of 100 tons. The former was commanded by myſelf, the latter by William Tipping, a lieutenant in the Royal Navy.

By the 20th of February, they were ready for ſea, when two offers were made to the committee, who were appointed to arrange the neceſſary preparations for the voyage, on the part of the general body of proprietors: the one was to freight the Sea Otter to Malacca with opium, which would be a gain of about three thouſand rupees;—The committee, therefore, did not heſitate an inſtant in accepting it; and the Sea Otter was immediately diſpatched on her voyage:—From Malacca Captain Tipping was to proceed to the North Weſt Coaſt of America, and the neceſſary arrangements were made for our meeting there.

The other offer was to convey Mr. Burke, Pay-maſter General of the King's Forces in India, with his ſuite, to Madras, for which he propoſed to pay the ſum of three thouſand rupees.—This advantage was not to be refuſed, and accordingly I had the honour of conveying him thither.

On the 2d of March, we got under ſail and proceeded as far as the governor's garden, where in the evening we received, Mr. Burke and his ſuite on board.

On the 12th of March we loſt ſight of land, and proceeded on our voyage to Madras, where we arrived on the 27th, without the intervention of any occurrence worthy of relation.—Our paſſage was eſteemed extremely quick at that particular ſeaſon of the year.—After landing our paſſengers and procuring additional ſupplies of ſtores and proviſions, by the kind aſſiſtance of Joſ. Dupree Porcher, Eſq. we prepared to put to ſea, which we accordingly did on the 7th of April, the very day that his Excellency Sir Archibald Campbell arrived to take upon him the government of Madras. At this place we received every mark of kindneſs, attention and encouragement. Nor among the many to whom we are ſtill grateful for favour and for friendſhip, can we heſitate to mention the names of Mr. Burke, Mr. Porcher, and Mr. Boyd, as well as to acknowledge the peculiar obligations we received from his Excellency Governor Davidſon.

It may not be improper to mention that, at the time of our leaving Bengal, all kinds of ſtores were ſo extremely ſcarce, that the ſhip was but barely equipped for one year; and as for proviſions, we had not on board ſufficient for twelve months, and nothing was more apparent than the impoſſibility of completing a voyage of this nature in ſuch a ſtate. We had, indeed, looked to Madras in ſome meaſure, for the aſſiſtance we received, which was to compleat our equipment for eighteen months. With reſpect to the number of our crew we were ſtrongly manned, but they were chiefly of a deſcription that neceſſity rendered acceptable. The whole amounted to forty Europeans, including the purſer, ſurgeon, five officers, and boatſwain, and ten laſcars whom we took in at Madras. But all our exertions were fruitleſs in obtaining a carpenter, and the want of ſuch an artizan was moſt ſeverely felt in every part of the voyage.

It was the 23d of May before we arrived at Malacca:—our paſſage was unuſually tedious, and afforded time for the ſcurvy to make its appearance. In this early part of our voyage we loſt the boatſwain, who was one of the beſt men in the ſhip, and, in our ſituation and circumſtances, proved an irreparable misfortune. On our arrival at Malacca we were informed that Captain Tipping had ſailed for America, having compleated his buſineſs there. Here we wooded, watered and took in the neceſſary refreſhments, not only to ſupply the proviſions already exhauſted, but to enable us to give every poſſible aſſiſtance to Captain Tipping, when we ſhould meet him on the Coaſt of America. On the 29th we put to ſea, after ſaluting the Dutch Fort with nine guns, which compliment was returned with an equal mark of reſpect.

In a very few days we effected our entrance into the China Seas, and purſued our courſe with a ſtrong South Weſt Monſoon, till the 22d of June, when the Baſhee Iſlands were ſeen bearing Eaſt South Eaſt half Eaſt, diſtant nine leagues. But it was the 26th before we could come to an anchor, at Grafton Iſle, which we then did, in a ſmall and pleaſant bay, in ſix fathoms of water, and about a quarter of a mile from the ſhore.

This bay is ſurrounded by high land, which is cultivated to the ſummits, and the plantations, &c. being divided into incloſures neatly fenced in, afford a very pleaſing view. A large village was ſituated on a gentle eminence near the water; fine groves of trees were fancifully diſperſed on the ſides of the mountains, while a rapid rivulet glided through the valley; the whole forming a ſcene of uncommon beauty. About four years before, the Spaniards had taken poſſeſſion of theſe Iſles, in the expectation of finding the bowels of them enriched with the precious metals. The governor and his garriſon, &c. treated us with great civility, nor did they, in the leaſt, interfere with our little trading communications with the natives,—who appear to be a moſt inoffenſive race of people. We remained here four days, during which time we obtained great plenty of hogs, goats, ducks, fowls, yams, and ſweet potatoes, in return for unwrought iron.

On the 1ſt of July we took our leave of the Baſhee Iſlands, and ſteered to the North Eaſt, a courſe along the Japan Iſles, but without ſeeing any land. The charts lay down iſles which we muſt have gone over, according to the ſituation in which they are placed. After paſſing the latitude of 25° North, we had one continual fog, which was oftentimes ſo thick, that it was impoſſible to ſee the length of the veſſel. On the 1ſt of Auguſt, having laid to the preceding night, we judged that we were near land, and in the morning, at day-light, we got ſight of it, through the Fog Banks, when we found it to conſiſt of the Iſles of Amluc and Atcha. We ſtood in for the former, and anchored there for two days, during which time we were viſited both by the Ruſſians and the natives. In our paſſage to Ounalaſchka we were driven among five iſlands where dangers ſurrounded us on all ſides, and without being able to ſee our way, but we providentially eſcaped them. It had, indeed, been one continued fog ever ſince we croſſed the latitude of 35°, and from that time we had not been able to make more than two obſervations. We very fortunately had a time piece on board, which proved of the greateſt utility.

The five iſles among which we had been ſo much embarraſſed, are deſcribed in Coxe's Ruſſian Diſcoveries by the names of Pat Sopka :—that writer alſo mentions the deſtruction which many of the Ruſſian Navigators have found between theſe iſles and Kamſchatka. They are uninhabited, and ſeem to be nothing more than huge maſſes of entire rock. Two of them bear a ſtrong reſemblance to each other, and poſſeſs rather a correct form of a ſugar loaf.

On the 5th of Auguſt in the afternoon we found ourſelves ſurrounded by a great number of canoes, which, from the dreſs and manners of the people in them, we were certain muſt belong to ſome of the iſles, though we imagined ourſelves to be too far to the Southward for them to come off. This little fleet was engaged in the buſineſs of whale fiſhing, and after ſtopping a ſhort time to examine the veſſel, which they did with every appearance of extreme admiration, they left us and paddled off to the Northward. We now ſteered a little more to the Southward, as we ſuppoſed that the current had ſet us to the Northward of our reckoning. The fog continued to be ſo very thick, that it was impoſſible to ſee any object at twenty yards diſtance from the ſhip;—but from the number of canoes we had paſſed, there was every reaſon to ſuppoſe we were in the neighbourhood of land, which muſt, in all probability, have been the iſland of Amouchta.

The following night we were alarmed by hearing the ſurge of the ſea upon the ſhore ;—we inſtantly tacked, and when we had ſtood on about two hours, we were re-alarmed with the ſame noiſe. We tacked again and as ſoon as it was day-light, we caught a glimpſe of the land, over the maſt-head, which appeared to be covered with ſnow. But the fog again became impervious to our ſight, as it were, to encreaſe the horrid ſuſpenſe of our ſituation.—During four days of gloom in our minds, as well as in the air, we were continually endeavouring, but in vain, to obtain a paſſage, but every way appeared to be blocked up againſt us. The hoarſe daſhing of the ſurge drove us from one ſide, in order to be re-impelled by the ſame alarming warnings on the other

other. We had, indeed, every reaſon to believe that we had paſſed by ſome narrow inlet into a gulph ſurrounded with fatal ſhores, and from which there was no return but by the channel through which we entered. Though we were frequently within an hundred yards of the rocks, ſoundings were impracticable, and the ſteepneſs of the ſhore rendered our anchors of no uſe.

On the 5th in the morning, the fog cleared away, and gave us a moſt awful proſpect of dangers which our happy experience was ſcarce ſufficient to convince us that it was poſſible to have eſcaped. We now ſaw ourſelves ſurrounded with land of a tremendous height, which was covered two-thirds down its ſides with ſnow; while the coaſt was inacceſſible from the lofty, perpendicular rocks which formed a regular wall, except where the violent beating of the ſea had made thoſe excavations which, with the riſe and fall of a prodigious ſwell, occaſioned the warning noiſe that proved our preſervation. We now ſaw two open channels, one to the Southward, through which we had been driven, and another to the North Weſt. Indeed if we ſteered at all to that point we ſhould at once have got clear of our alarming ſituation: but we had been all along apprehenſive of getting to the Northward of theſe iſles, being aware of the difficulty of getting again to the Southward, the currents being well known to take a Northerly direction in the ſummer; and then we might have been detained an uncertain length of time, till a ſtrong Northerly wind aroſe to drive us back—the South Weſterly winds being the moſt generally prevalent in theſe ſeas at this period of the year. Finding it, however, impoſſible to go to the Southward, by the channel through which we came, on account of the ſtrength of the current, we bore up and went to the Northward, and having got as far to the Eaſtward as Ounalaſhka, we were ſo fortunate as to meet with a ſtrong North wind, which enabled us to get through between Unamah and Onalaſhka. In theſe ſtraits the current could not run leſs than ſeven knots an hour, which cauſed a moſt tremendous ſea.

When

When we got round to the South ſide of the iſland, a Ruſſian came off to us and piloted our ſhip into an harbour adjacent to that in which Captain Cook refi. ed.

The Ruſſians on theſe iſles, came from Ochotſk and Kamſchatka in galleot of about 50 tons burthen, having from ſixty to eighty men each. They heave their veſſels up in ſome convenient place, during their ſtation here, which is for eight years; at the end of which time they are relieved by another party.—They hunt the ſea-otters and other animals whom nature has cloathed in furs. The natives of the different diſtricts are alſo employed in the ſame occupations, and are obliged to give the fruits of their toil, as a tribute to the Empreſs of Ruſſia, to whom this trade excluſively belongs.—In return, they receive ſmall quantities of ſnuff, of which they are immoderately fond; and, obtaining that favourite article, they are content with their wretched condition, from whence, as far as reſpects any exertion of their own, they will never emerge. As to iron, or any other European commodity, it is as ſcarce with them, as with their continental neighbours.

The houſes of the Ruſſians are conſtructed upon the ſame principles as thoſe of the natives, but on a plan of larger extent. They conſiſt of cavities dug in the earth, and a ſtranger might be in danger of falling into them, without having the leaſt ſuſpicion that he was within the verge of any habitation; as the only entrance into theſe ſubterraneous places of reſidence, is through a round hole at the top of them, and by a poſt with ſteps cut in it, as the means of deſcent. Indeed, ſuch an accident happened, on the firſt evening of our landing, to the firſt officer and ſurgeon of the Nootka.—On their return from a Ruſſian village, they ſuddenly diſappeared through one of theſe holes, and intruded themſelves, in a very unexpected manner, to an houſehold of the natives. The fright on the occaſion was mutual;—the one hurrying out of the place as faſt as their fears could carry them, leaving the fallen gentlemen, in expectation that the invaded people, with whoſe mild and amiable manners they were not then acquainted,

quainted, would inſtantly give the alarm, and call their friends to revenge the innocent invaſion by murder and maſſacre.—They found, however, on their return above ground, that the natives had fled in extreme confuſion and affright to the Ruſſian village. The next morning, the accident was explained; and a ſmall preſent of tobacco made the poor people ample recompence for the alarm of the preceding evening.

The ſides of theſe dwellings are divided into copartments for the purpoſe of ſleeping,—the ſkins of animals ſerving them for their beds; and in the center is the place for dreſſing and eating their victuals. In the very cold weather, they uſe lamps inſtead of wood:—as there are no trees on the iſlands, wood muſt be a very ſcarce article, having no other ſupply, but the accidental drifts of it from the continent. Their diet conſiſts entirely of fiſh with the oil of the ſame for ſauce. This manner of living is common both to the Ruſſians and the natives, except that the former boil their food, and the latter eat it in a raw ſtate. We have frequently ſeen them eat, or rather devour, the head of a cod or a halibut, immediately after it was caught, with all the ſigns of voracious ſatisfaction. The only vegetable theſe iſlands produce is wild cellery, which the natives eat as it is pulled out of the ground.

Though the Ruſſians have been ſo long ſettled on theſe iſlands, they have produced no kind of cultivation whatever. They have not any of the domeſtic fowls or animals, except dogs;—nor had we an opportunity to examine whether this want of comforts and conveniencies, which are of ſuch eaſy attainment, aroſe from local barrenneſs, or their own indolence. Their ſole dependance for food, is on the produce of the ſea and the rivers, which, however, afford them great abundance of excellent fiſh; and, if a proper judgment may be formed from the ſtrong and healthy appearance of the natives, or the coloniſts, they do not want a more wholeſome or ſtrengthening ſuſtenance.

The

The natives of theſe iſles, which are known by the appellation of the Fox Iſlands, are a ſhort and ſtout race of people, with full round countenances, that bear no traces of a ſavage diſpoſition.—They do not cut, ſcarrify, or in any manner disfigure their faces, like the natives of the continent; and are, to all appearance, of an harmleſs and inoffenſive character. Jealouſy, at leaſt, is not among their ordinary paſſions, as they diſcover no ſymptoms of diſpleaſure at any attentions which ſtrangers may be diſpoſed to pay to the female part of their community.

The only animals on theſe iſlands are foxes, ſome of which are black, and whoſe ſkins are very valuable. While we lay here, we endeavoured to engage the Ruſſians to trade with us; but they ſet too high a value on their furs to diſpoſe of them to us, at leaſt for any thing we had to give in return; more particularly as they expected to be relieved the following year. The harbour we entered is ſituated about ten or twelve miles from that where Captain Cook refitted, and lies in the latitude of 54° 2′ North; longitude, 193° 25′ Eaſt of Greenwich.

On the 20th day of Auguſt, we ſailed from Ounalaſhka, in order to run down the continent, till we ſhould paſs the Shumagin Iſlands, as Captain Cook deſcribes Kodiak one of the Southern. Indeed, we wiſhed to be clear of the Ruſſian ſettlements, as we knew nothing was to be got in the vicinity of them, before we went on the coaſt.

On the 27th of Auguſt, we arrived in ſight of the Schumagins; and at about four leagues from the ſhore, a great number of canoes came off to us, which we obſerved to be of the ſame conſtruction as thoſe of the Fox Iſles; and that the dreſs and manners of the people in them were the ſame as the natives of thoſe iſlands.

It appears that the Ruſſians, wherever they are ſettled, from ſome political reaſon, as we ſuppoſe, prohibit the natives from keeping canoes of a ſize to carry

more than one perſon. Theſe canoes are generally about twelve feet in length, ſharp at each end, and about twenty inches broad, tapering to a point: their depth in the center, where the man ſits, is about twenty inches. The canoes of this make extend from the ſtraits of the two continents along the coaſt as far as Cape Edgecumbe. Some of them are made to carry three perſons; but, in general, not more than one or two. The frame is compoſed of very thin ſtrips of the pine wood, faſtened together with whale ſinews, and is then covered with the ſkin of the ſeal or ſea-cow, which is previouſly robbed of its hair. The bottom of the ſkin-frock, which the natives wear, ties over the hole of the canoe, where the man ſits, and prevents the ſmalleſt drop of water from getting in. Theſe veſſels are paddled at a prodigious rate, and go out in any weather.

It was now the 28th of Auguſt, and no advantage had yet ariſen from the voyage; but as we ſuppoſed ourſelves to be at the termination of the Ruſſian ſettlements, and had a large track of coaſt to run down, we expected to have made an advantageous trade before the winter ſet in, which was now haſtily approaching. With this deſign, we purpoſed to make one port to the Weſtward of Cook's River,—and, in coaſting along, we ſaw a large opening, which appeared to be formed by an iſland: we accordingly ſteered in for it,—and, when we were in with it, it appeared of very great extent, taking a North Eaſterly courſe. As we now thought ourſelves clear of the Ruſſians, we were in continual expectation of being viſited by the natives, and commencing the advantageous part of our voyage; though we are at a loſs how to reconcile it, that ſo large a ſtrait ſhould not have been obſerved by Captain Cook. Having continued our courſe up it, about twenty leagues, a canoe came off to us from the inland ſide, with three people in it, one of whom came on board, who proved to be a Ruſſian ſeaman.—He was a very intelligent man, and informed us that this was the iſland of Kodiak, that the crews of three galliots were on duty there, and that there was another iſland of the ſame name along the coaſt.

This

This intelligence was by no means pleaſing, as it daſhed at once all our hopes of obtaining any trade, at any intermediate place, between Cook's River and the Schumagin Iſles. We therefore continued our paſſage through the ſtraits, which were named Petrie's Strait, in honour of Wm. Petrie, Eſq. and found it brought us out near that point forming Cook's River, and diſtinguiſhed by the name of Cape Douglas on Captain Cook's chart. Theſe ſtraits are upwards of ten leagues in length and about fifteen in breadth, and cut off a very large tract of continent from the former charts. We anchored under Cape Douglas, and ſoon after ſeveral canoes came off to us of the River Indians. They ſold us two or three otter ſkins, for which they received ſome pieces of unwrought iron, about a pound, perhaps, for each ſkin. They appeared to be greatly rejoiced to ſee us, and offered us every thing they had in their boats as preſents. Theſe people by refuſing tobacco plainly proved that they had no connection with the Ruſſians, and by frequently pronouncing the word Engliſh, Engliſh, it appeared alſo that the Nootka was not the firſt veſſel of our country which had been ſeen by them. Indeed it afterwards appeared that the King George and Queen Charlotte from London had been there before us. The canoes very ſhortly left us to go up the river in ſearch of more ſkins, and the following day we ſaw two large boats coming down the river, with about eighteen men in each. They proved to be Ruſſians who had been up Cook's River on a trading voyage; and each boat had a braſs field-piece with ſmall arms for each man. They had left their ſummer reſidence which is the lower iſland in Cook's River, and were proceeding to their winter quarters on the iſland of Kodiak.

It was now the 20th of September, and the weather extremely boiſterous, ſo that we determined to quit the river, where we had been detained by ſeveral heavy gales of wind, and proceed to Prince William's Sound, and, if practicable, to winter there. On our arrival at Snug Corner Cove, in Prince William's Sound, as named by Captain Cook, the weather was very violent, and during the three days we lay there not a native appeared; which circumſtance led us to conclude, that the natives had retired from the coaſt, or were gone to the South-

ward for the winter. In our excurſions on ſhore, we ſaw ſome wood which had been freſh cut, and by an edge tool; we alſo found a piece of bamboo, which fully ſatisfied us that ſome veſſel muſt have very lately preceded us; and as our appointed rendezvous, with our conſort the Sea Otter, was at this place, we very naturally concluded that ſhe had been here, and was ſailed for China.

This was a ſituation pregnant with difficulties:—the coaſt was to all appearance without inhabitants, ſo that if we remained here during the winter, there was no proſpect of our being able to procure trade or refreſhments. On the other hand, the bad weather had ſet in, with continual gales of wind, accompanied with ſleet and ſnow; and if we quitted our preſent ſituation, it was very doubtful whether we ſhould be able to make another, and therefore be obliged to run for the Sandwich Iſles, which would, in all probability, have put an end to the voyage, as our ſeamen were becoming extremely diſſatisfied. In this ſituation it was determined to prefer an inhoſpitable winter in Prince William's Sound, to all the comforts of the Sandwich Iſlands, from whence, it was with good reaſon imagined, that it would have been a matter of great difficulty, if not wholly impracticable, to perſuade the ſeamen to return to the Coaſt of America. Under theſe difficulties we laboured; but as the object of the voyage and the intereſt of the proprietors were deeply concerned in ſupporting the hardſhips which threatened us, and the mortifications we ſhould experience, we reſolved to bear the one and to ſubmit to the other. A very little reflection on the limited power of a mercantile officer, and the want of a due ſubordination in a mercantile ſhip, will enable any one to believe that in remaining here, we were not at leaſt deficient in zeal for the intereſts of thoſe who promoted and ſupported this commercial expedition.

On the 4th day, ſeveral canoes, came off to us, and the natives behaved in a very friendly and affable manner. They mentioned ſeveral Engliſh names, which appeared to be thoſe of the crew of the Sea Otter.—They alſo made us underſtand that a veſſel, with two maſts, had ſailed from

thence but a few days before, and that they had plenty of ſkins, which they explained to us, by pointing to the number of the hairs of their heads. They alſo informed us, after their manner, that if we would ſtay, they would kill plenty of otters for us during the winter.

Being now ſatisfied that the Sound was inhabited, nothing but a good harbour was wanting to determine us to ſtay here during the ſevere ſeaſon; and the next day the boats found a very commodious one, about fifteen miles Eaſt North Eaſt, from where we lay. Accordingly, on the 7th of October, the veſſel was removed to the place appointed; ſhe was then unrigged, and the people began to work on ſhore to erect a log-houſe for the armourers to work in; which, from the preſent ſtate of the veſſel, might alſo be uſeful in containing lumber.

The natives now favoured us with their daily viſits, and never failed to exert their very extraordinary talents in the art of thievery. They would employ ſuch a ſlight of hand in getting iron materials of any kind, as is hardly to be conceived. It has often been obſerved when the head of a nail either in the ſhip or boats ſtood a little without the wood, that they would apply their teeth in order to pull it out. Indeed, if the different loſſes we ſuſtained, and the manner of them were to be related, many a reader would have reaſon to ſuſpect that this page exalted the purloining talents of theſe people, at the expence of truth.

It was now the middle of October and we had collected a few ſkins. The natives alſo aſſembled in greater numbers, and became ſo very troubleſome as to perplex us very much, in regard to the manner in which we ſhould conduct ourſelves towards them. Policy and humanity both inſtructed us to avoid, if poſſible, any violent correctives, but it very often happened, that our people who were employed on ſhore in wooding and erecting the houſe, were obliged to come off to the ſhip, as the natives would come down from the woods behind

hind them, and endeavour to take away whatever tools they had in uſe.—As the veſſel lay ſo near the place where the people were at work, that we could talk to them, we did not allow them fire-arms, unleſs they were accompanied with a careful officer, leſt an improper uſe ſhould be made of them; and we had hitherto found that the firing a muſquet from the ſhip would at all times drive the natives away.

On the 25th of October, a large party of Indians were perceived coming into the creek, and as there appeared to be a greater number than we had ſeen aſſembled before, we called to our people to come on board, and they not coming immediately, the Indians got up a-breaſt of the veſſel, and immediately landed where they were at work:—at the ſame moment another party joined them from the woods.—As the natives in the canoes went on ſhore in ſpite of all our ſignals to prohibit them, two of our guns were ordered to be pointed at them, which had the deſired effect; as they were at this time endeavouring to take away the axes from our people on ſhore. But on perceiving the preparations we were making, they cried out in their uſual manner, *laulè-laulé*, or friend, friend, and extended wide their arms as a token of amity.

Having got all our people on board, it was thought to be a proper opportunity to diſperſe the natives, who were now aſſembled in ſuch conſiderable numbers, by ſhewing them the power of our cannon, and accordingly a twelve pound *cannonade* was fired with grape ſhot, which diſplayed its effects upon the water to their extreme aſtoniſhment, and indeed threw them into ſuch a panic, that one half of them overſet their canoes from fright.—A three pound field piece was then diſcharged from the ſhore, with a round ſhot, which grazing along the ſurface of the water to a conſiderable diſtance, convinced them that it was in our power to throw the ſhot to whatever point, and in whatever direction we thought proper. While they were deliberating, as it were, in a ſtate of no common apprehenſion, we made them underſtand that it was not our intention to do them any injury while they

they conducted themſelves to us in an honeſt and friendly manner, and that it was our wiſh to engage in trade with them, by purchaſing their ſkins with ſuch articles as we had got for that propoſe. Theſe articles were then offered to their attention, when, after repeated ſhouts of joy, ſuch as were dreſſed in furs, inſtantly ſtripped themſelves, and in return for a moderate quantity of large ſpike nails, we received ſixty fine ſea-otter ſkins. To conciliate their friendſhip, the principal men among them were preſented with beads of various colours, and they promiſed to bring us ſkins as faſt as they could procure them.

This attempt was certainly pre-meditated, as theſe people never make war upon each other in thoſe large boats, which they employ ſolely to carry away their old men, women, and children, on the approach of an enemy; and they are called by them the womens' boats. They now made uſe of them for the purpoſe of landing a great number at once, that they might be certain of cutting off the retreat of our workmen. But though this ſcheme proved abortive, we had no reaſon to ſuppoſe that they would, or perhaps could reſiſt an opportunity of ſtealing any article, of which iron compoſed a part, ſo powerful was the temptation that aſſumed the form of that favourite metal.

Such, however, was the preſent appearance of our affairs, that we deſiſted from carrying on our operations on ſhore. We therefore began to cover the veſſel with ſpars, and cloſe it in all round the ſides, which we got done above one half from aft, forward; but the falls of ſnow became ſo frequent, and deep on the ſhore, that we were prevented from compleating it, which was a very great inconvenience; as the part that was covered always afforded a place to walk in, as well as prevented a great deal of cold from ſtriking through the deck. It alſo formed a very ſufficient fortification had that been neceſſary;—as we were boarded and netted all round, ten feet above the gunwhale; ſo that we ſhould have been able to have defended ourſelves againſt any attack that could have been made upon us; though the ice, which was forming all round us, gave the natives no inconſiderable advantage: but, whatever might be

the inclinations of our ſavage neighbours, the operations of our great guns had frightened them into the moſt amicable demeanour towards us.

On the 31ſt day of October the thermometer fell to 32, and the mornings and evenings were very ſharp. Till this period, we had caught a great plenty of ſalmon, but we now found they were leaving the ſmall rivers. At two hauls of the ſeine in a pond, between the neighbouring hills, we caught as many as we could ſalt for the winter uſe; and, for our daily conſumption, two men were diſpatched every morning, and in two hours they would bring down as many as they could carry. The method of taking them may appear rather ridiculous, but it is managed by following the drain of water from the pond, to where it emptied itſelf into the ſea, and knocking the fiſh on the head with clubs, as they were going up or coming down; and as the channel was not above a foot in depth, this buſineſs proved good ſport to the ſailors, as well as a ſource of luxurious proviſion for the table. The days of plenty were however drawing nigh to a concluſion. The ducks and geeſe which had alſo afforded us a conſtant ſupply, were now forming into flocks and paſſing away to the Southward.—The natives had alſo brought us occaſionally ſome of the mountain ſheep which were the only land animals we ſaw amongſt them, and we had depended for ſome aſſiſtance at leaſt from them on the article of proviſion during the winter;—inſtead of which, by the 5th of November, not one of the feathered tribe was to be ſeen, nor was it poſſible to go into the woods, the ground being, at this time, covered with at leaſt five feet of looſe dry ſnow.—The fiſh had alſo left the creeks and coves, and ice began to form everywhere around us.—The ſtupendous mountains which met our eye on every ſide, were now white with ſnow to the very edge of the water, while the natives had no other means of ſupport but the whale fiſh and blubber which they had prepared for their winter proviſions.—But ſince the 2d of November, the ice, from the veſſel to the ſhore, had been capable of bearing, and our people had commenced the amuſement of ſkaiting and other diverſions on it, which not only afforded them conſiderable recreation, but

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contributed greatly to the preſervation of their health, till the ſnow became as deep on the ice as it was on the ſhore.

During the months of November and December we all enjoyed an excellent ſtate of health.—The natives alſo continued their friendly behaviour to us, except in their incorrigible diſpoſition to ſtealing, which they never failed to indulge when any opportunity offered, and which the moſt attentive vigilance on our part could not always prevent. The thermometer, during the month of November, was from 26° to 28°, and in December it fell to 20°, where it continued the greateſt part of the month.

We had now at noon but a very faint and glimmering light, the meridian ſun not being higher than 6°, and that obſcured from us by hills 22° high to the Southward of us. While we were thus locked in, as it were, from the chearful light of day, and the vivifying warmth of ſolar rays,—no other comforts preſented themſelves to compenſate, in any degree, for the ſcene of deſolation which encircled us. — While tremendous mountains forbade almoſt a ſight of the ſky, and caſt their nocturnal ſhadows over us in the midſt of day, the land was impenetrable from the depth of ſnow, ſo that we were excluded from all hopes of any recreation, ſupport, or comfort, during the winter, but what could be found in the ſhip and in ourſelves.—This, however, was only the beginning of our troubles.

The new year ſet in with added cold, and was ſucceeded by ſome very heavy falls of ſnow, which laſted till the middle of the month. Our decks were now incapable of reſiſting the intenſe freezing of the night, and the lower parts of them were covered an inch thick with an hoary froſt, that had all the appearance of ſnow, notwithſtanding three fires were kept conſtantly burning twenty hours out of the twenty-four; ſo that when they were firſt lighted the decks were all afloat. For ſome time we kept in the fires night and day, but the ſmoke which proceeded from a temporary ſtove, made out of one of the

forges, was ſo very troubleſome, that the people, who were now falling ill, were fully convinced that this continual ſmoke was the cauſe of their ſickneſs. After the heavy fall of ſnow we had twelve down with the ſcurvy, and towards the end of the month four died, and the number encreaſed to twenty-three who were confined to their beds, amongſt whom was the ſurgeon, who was extremely ill. The firſt officer on finding himſelf ſlightly affected in the breaſt, a ſymptom which generally foreboded a fatal determination in a very few days, got rid of it by continually chewing the young pine branches, and ſwallowing the juice; but, from the unpleaſant taſte of this medicine, few of the ſick could be prevailed upon to perſiſt in taking it.

At the latter end of February the diſorder had encreaſed, and no leſs than thirty of our people were ſo ill that none of them had ſufficient ſtrength to get out of their hammocks:—four of them died in the courſe of the month.—Indeed, at this time, our neceſſaries were ſo far exhauſted, that if the more violent ſymptoms of the diſorder had abated, there was a want of proper food &c. to complete the cure. Theſe melancholy circumſtances were rendered more afflicting by the hopeleſs minds of the crew; for ſuch was the general diſcouragement amongſt them, that they conſidered the ſlighteſt ſymptom of the diſorder to be a certain prelude to death.

During the months of January and February the thermometer continued for the greater part at 15°, though it ſometimes fell to 14°. Notwithſtanding this extreme cold, we were viſited as uſual by the natives who had no other cloathing but their frocks, made of the ſkins of ſea-otters and ſeals, though chiefly of the latter, with the fur on the outſide.—But whatever protection theſe dreſſes gave to their bodies, their legs remained uncovered, and without any apparent inconvenience.—They appeared to be as much diſtreſſed for proviſions as ourſelves, and as we had ſeveral caſks of the whale blubber which had been collected for oil, they uſed, whenever they came on board, under a pretence that the weather was too boiſterous for them to engage in

whale

whale hunting, to entreat a regale of this luxurious article; which was always granted to their great comfort and ſatisfaction.—In their opinion it was owing to our not taking the ſame delicious and wholeſome nouriſhment, that ſuch a terrible and alarming ſickneſs prevailed amongſt us.

We were at firſt very much ſurpriſed at their being informed of the death of our people, and the places where we had buried them.—They particularly pointed to the edge of the ſhore between the cracks of the ice, where with conſiderable labour we had contrived to dig a ſhallow grave for our boatſwain, who from his piping had attracted their particular notice and reſpect.—We indeed, at firſt imagined that they contrived to watch theſe melancholy ceremonies in order to dig up the bodies for a banquet, as we had no doubt but that they were a canibal tribe. We however ſoon after diſcovered that they obtained their intelligence from the conſtant watch they kept, to prevent any other bands of natives from coming to trade with us, without giving them a ſhare of their profits, whatever they might be.

As they paid us daily viſits, we at firſt imagined that their place of habitation was at no very great diſtance, though we had never been able to diſcover it; but we now learnt that they were a vagrant people, without any fixed place of abode, ſleeping where they could, and when they had the inclination; and that they made no diſtinction between the night and the day, wandering about as much during the one as the other.—They never made any fires in the night for fear of being ſurpriſed by thoſe tribes with whom they ſeemed to be in a continual ſtate of hoſtility, and who muſt have come acroſs the ice to attack them; for as they had no knowledge of the uſe of ſnow ſhoes, the woods were wholly impaſſable.

The month of March brought no alleviation of our diſtreſſes:—It was as cold as the months which preceded it. In the early part of it there fell a great deal of ſnow, which encreaſed the number of the ſick, and the violence of the

diſorder in thoſe who were already afflicted by it.—In the courſe of this month we had the melancholy office of performing the laſt imperfect obſequies to the remains of the ſurgeon and the pilot. Theſe were heavy misfortunes, and the loſs of the former, at a moment when medical knowledge was ſo neceſſary, muſt be conſidered by all who read this page, as a conſummate affliction.

The firſt officer finding a return of his complaint, applied to the ſame means of relief which had before been ſo ſucceſsful,—exerciſe and the juice of the pine tree.—He made a decoction of the latter which was extremely nauſeous, and very difficult, though very much diluted, to keep on the ſtomach:—it operated repeatedly as an emetic, before it became a progreſſive remedy:—and perhaps this very effect, by cleanſing the ſtomach, aided the future ſalutary operations of this anti-ſcorbutic medicine. The ſecond officer and one or two of the ſeamen perſiſting in the ſame regimen, found ſimilar benefit, and were recovered from a very reduced ſtate; but it is one of the unfortunate ſymptoms of this melancholy diſorder, to be averſe to motion, and to find pain bordering on anguiſh, in attempting to uſe that exerciſe which is the predominant remedy.

Having loſt our ſurgeon, we were now deprived of all medical aid.—Every advantage the ſick could receive from the moſt tender and vigilant attention, they received from myſelf, the firſt officer and a ſeaman, who were yet in a ſtate to do them that ſervice. But ſtill we continued to ſee and lament a gradual diminution of our crew from this terrible diſorder. Too often did I find myſelf called to aſſiſt in performing the dreadful office, of dragging the dead bodies acroſs the ice, to a ſhallow ſepulchre which our own hands had hewn out for them on the ſhore. The ſledge on which we fetched the wood was their hearſe, and the chaſms in the ice their grave:—But theſe imperfect rites were attended with that ſincerity of grief which does not always follow the gorgeous array of funeral pride to ſepulchral domes. Indeed, the only happineſs; or, to expreſs myſelf with more accuracy, the only alleviation of our wretchedneſs was when we could abſent ourſelves from the veſſel, and get

away from hearing the groans of our afflicted people, in order to find relief in a ſolitary review of our forlorn ſituation. All our cordial proviſions had long been exhauſted;—we had nothing to ſtrengthen and ſupport the ſick but biſcuit, rice, and a ſmall quantity of flour, but no kind of ſugar or wine to give with them. Of ſalt beef and pork there was no deficiency; but, even if it had been a proper food, the averſion of the people to the very ſight of it, would have prevented its ſalutary effects. Fiſh or fowl was not an offering of the winter here. A crow or a ſea-gull were rare delicacies, and an eagle, one or two of which we killed, when they ſeemed to be hovering about, as if they would feed upon us, inſtead of furniſhing us with food, was a feaſt indeed.—Our two goats, a male and female of the ſame age, and who had been our companions throughout the voyage, were at length reluctantly killed, and ſerved the ſick, with broth, &c. made of their fleſh, for fourteen days.

Though we were at the latter end of March, there was, as yet, no change in the weather;—the cold ſtill continued its inhoſpitable ſeverity:—we now, however, began to derive ſome hopes from ſeeing the ſun, which had been ſo long obſcured from us, juſt peep at noon over the ſummits of the mountains. The thermometer had, during this month, been for the moſt part at 15° and 16°, though it had ſometimes riſen to 17°.

The early part of the month of April was very froſty, with violent winds. Towards the middle of it, we had ſome very heavy Southerly gales, which produce the ſummer in theſe high latitudes, as the Northerly ones prevail throughout the winter. The change of wind produced, as may be ſuppoſed, a ſenſible alteration in the air; but it brought heavy ſhowers of ſnow, and did not become ſtationary; ſo that with the return of the North wind, it became as cold as ever. In ſhort, during the latter part of this month there was a continual combat of theſe oppoſing winds, which were the more diſagreeable, as it occaſioned thick and hazy weather. While the South wind prevailed, the ſick people grew worſe, and in the courſe of this month, four Europeans and three

Laſcars

Laſcars died. The ſecond officer and the ſeaman who entered upon the pine juice regimen, were now ſo far recovered as to get upon deck to receive the ſhort but welcome viſit of the ſun. This circumſtance induced many of the ſick men to apply to the decoction, and ſome of them were perſuaded to continue it; but, in general, it was neglected, with a determination to die at their eaſe, (according to their manner of expreſſion) rather than be tormented by ſuch a nauſeous and torturing remedy.

Towards the end of the month, in the mid-day ſun, the thermometer raiſed to 32°, but at night it fell below the freezing point to 27°. During the laſt three days in this month, the natives brought us ſome herring and ſea-fowl. The fiſh, I myſelf diſtributed to the ſick, and no words can expreſs the eager joy which animated their haggard countenances on receiving ſuch a comfortable and refreſhing meal:—and every encouragement was, of courſe, given to the natives to procure a conſtant ſupply of this ſtrengthening food.

Theſe people now began to conſole us with an aſſurance that the cold would ſoon be gone. They had, indeed, always made us underſtand, that the ſummer would commence about the middle of May, by counting the number of moons. The ſun now began to make a large circle over the hills, and at mid-day it was exceedingly reviving. The ſupplies of fiſh were alſo frequent, and we began to feel hopes, that the remaining part of us would get out of this deſolate abode, and return again to our country. Theſe circumſtances gave ſuch a turn to the ſpirits of the people, that many of them conſented to be brought upon deck to feel the rays of the ſun, who fainted when they approached the air. It is very ſingular that many of them who preſerved aſtoniſhing ſpirits, and would ſay or do any thing, who appeared in ſhort, as if they were free from all diſorder, while they were in bed, would from the moſt trifling motion, or only touching the ſide of their hammocks, be thrown into ſuch agonizing pains, and ſucceſſive faintings, that every moment might

might be ſuppoſed to be their laſt. In this ſtate they would remain for near half an hour, before they recovered.

By the 6th of May, there was an aſtoniſhing change in every thing around us; the ſeamen who had not been very much reduced, recovered miraculouſly, from drinking the decoction. We had now as much fiſh as we could eat, with a great variety of ſea-fowl, with which the natives daily provided us.—We had alſo ſeen ſeveral flights of geeſe and ducks paſs over us, but none had as yet come within our reach.

On the 17th, a company of the natives, with the King of the Sound, named Shenoway, came on board with great form, to congratulate us on the return of ſummer.—They alſo informed us that they had ſeen two veſſels at ſea, an article of intelligence which we ſcarce knew how to believe, though it was confirmed by the ſimilar and ſubſequent information of others of the natives; but, on the 19th, this doubtful account was verified by the arrival of two canoes conducting a boat, in which was Captain Dixon of the Queen Charlotte from London, which, with her conſort the King George, Captain Portlock, he had left at Montagu Iſle, to come in queſt of us, on the information of the Indians.

If all the circumſtances are conſidered,—this muſt be mentioned as a moſt extraordinary meeting; and when the horrid ſituation of the Nootka and her crew is called into reflection, their ſickneſs and their ſorrow,—their deſolate ſituation ſo long continued,—and the chilling apprehenſions that, from the ſtate of the crew and the ſtate of the ſhip, even when the weather relaxed, and the ſeaſon became favourable, they might not poſſeſs the means of quitting it;—when all theſe items of misfortune are brought to one aggregate of evil, it is not a matter of ſurpriſe that Captain Dixon ſhould be welcomed as a guardian angel with tears of joy. Nor ſhall I deny that we received conſiderable aſſiſtance and ſervice from Captain Portlock, whoſe embaſſador he was.—And here I

ſhould

ſhould have concluded this part of my ſubject; but as the latter gentleman in the account of his voyage, has thought proper to repreſent himſelf as poſſeſſing the virtues of a Samaritan, and that he exerciſed them all upon me, I have thought proper to ſtate the hiſtory of his conduct with all the neceſſary vouchers, that the public may be in poſſeſſion of the truth, and be enabled to judge of the extent of the obligations I owe to the juſtice, the liberality, and the humanity of Captain Portlock*.

By the 12th of May, the meridian ſun became very powerful, and the Southerly winds being ſet in, the air was ſoft and pleaſant. The thermometer during the day and in the ſhade ſtood at 40°, though at night it fell to the

* In May, 1787, Captain A. Portlock arrived in the King George in an harbour in Prince William's Sound, as did the Queen Charlotte, Captain Dixon, who was diſpatched with the boats on a trading trip, and arrived in Snug Corner Cove, with the long-boat of the King George and two whale boats. They were informed by the natives, that a veſſel was at anchor near them, which they underſtood to be the Nootka, Captain Meares. On this intelligence, Captain Dixon was conducted by the natives, and arrived on board the Nootka late in the evening.

When our mutual ſurpriſe was in ſome meaſure abated, Captain Dixon was informed by me of my condition, and the misfortunes which we had encountered. To which he replied, that it only lay in Captain Portlock's power to lend us the aſſiſtance he ſaw we ſo much wanted, and that he propoſed to depart very early in the morning to the ſhips, which were diſtant near 20 leagues: he alſo added he was certain that Captain Portlock would put to ſea immediately on his hearing this intelligence of us.

I made Captain Dixon ſenſible of our ſituation, and that I had no boat capable of proceeding down to the ſhips; I therefore requeſted to know if he would give me a paſſage, in order that I might lay before Captain Portlock the hiſtory of our diſtreſſes; but Captain Dixon very honeſtly informed me, that though he would moſt aſſuredly accommodate me with a paſſage, yet he did not think that Captain Portlock would ſend up a boat in return. I then conſidered, that, if I went down, and the ſhips ſhould nevertheleſs ſail, leaving me to get back as I could, I ſhould be in a ſtate of the moſt accumulated misfortune;---and, though my going down would have been ſome tie on Captain Portlock to ſend me back to my ſhip in one of his boats, yet the diſtance between us being ſo great, it would take up ſome days of his time, which might be to the detriment of his voyage: I therefore, on this conſideration, waved going, and inſtantly wrote to Captain Portlock by Captain Dixon. (No. I.)

A few hours after the departure of Captain Dixon, it occurred to me, that if we could poſſibly launch the long-boat, and proceed to the ſhip, it might be the means of ſecuring ſome aſſiſtance previous to their departure.

The hull of the boat, indeed, was deplorable,—for when we launched her it was with difficulty that we could keep her afloat; nevertheleſs, I embarked in her (accompanied by the firſt officer and five men) the ſame evening. I took with me two caſks of rum, and ſeveral bags of rice, to exchange for ſome gin, and a little ſugar and cheeſe; all which, Captain Dixon informed me, they had in abundance.

Fortunately we had fine weather; and arrived at the ſhip about three o'clock the following evening, juſt before the commencement of a gale of wind. When we got along-ſide the King George, the boat was half full of water; and the carpenter could not avoid expreſſing his aſtoniſhment, that we had ventured ſuch a diſtance in her.

Captain

the freezing point, and ſpread a thin ice over what had thawed in the day. The main body of ice, however, by which we were ſurrounded, began to looſen from the ſhore, where it was broken by the tide, which riſes and falls eighteen feet, while the drain of the thaw in the country drove the pieces of ice out to ſea. The veſſel now ſwung to her anchors, the ice having thawed from around her:—Our ſick were recovering very faſt, though two of them baffled the return of the ſun, and, in ſpite of our utmoſt attentions, added to the number of thoſe whom fate had ordained to take their laſt ſleep on this horrid ſhore.—The face of the country, however, was ſtill covered with ſnow, and no vegetable production was yet attainable but the pine tops; that the ſterneſs of winter had deigned to ſpare us, and which proved an efficacious remedy to thoſe who perſiſted in the uſe of them.

Captain Portlock received us with great politeneſs; and we found that Captain Dixon had arrived but a few hours before us. As ſoon as we had refreſhed ourſelves, I explained to Captain Portlock the nature of my erraud,—which he heard, and ſaid he would conſult Captain Dixon on the ſubject. I then proceeded, to give him, without reſerve, ſuch information relative to the various expeditions on the coaſt, their views, the probable time of their arrivals, *&c. &c.* which muſt have been invaluable to him, from his utter ignorance of any other ſhips. I gave him this information from pure commiſeration for the hitherto unfortunate events of his voyage, and to guide him in his future proceedings:—In ſhort, I communicated every thing in my power.

In a little time Captain Portlock, in the preſence of Captain Dixon, informed me, that it was entirely out of his power to aſſiſt me with men:—this they did, I fancy, to enhance the value of the favour; for on my preſſing that part of my requeſt with great earneſtneſs, and urging that common humanity obliged them, and what they would expect were they in my ſituation; they conſented to give me two men, one from each veſſel; but required a freſh repreſentation by letter, which I wrote them, (No. II.) Two ſeamen were then called in, and, I ſuppoſe out of delicacy, the Captains left the cabin. Theſe men informed me, that they would go with me on the terms of Four Pounds per month, and one Otter-ſkin each. It appeared to be needleſs to argue with them,—I was at their mercy,—and therefore cloſed the agreement, except the demand of the otter-ſkin, without much heſitation, though they had but Thirty Shillings per month on board the European ſhips. I indeed thought, that Captain Portlock might have interfered, in ſome degree, to regulate this matter more to my advantage. The agreement was immediately made in writing, duly ſigned and ſealed, between myſelf and theſe ſeamen; and *Captain Portlock was a ſubſcribing Witneſs.*

In return for the two caſks of rum, of 50 gallons each, and 12 bags of rice of about 500lb. I received 6 gallons of brandy, 11 of gin, two caſks of flour, of 20 gallons each, 10 gallons of melaſſes, and ſix loaves of Engliſh ſugar.

The ſame evening, at my requeſt, Captain Portlock ordered his carpenter to caulk my long-boat's bottom, ſo that ſhe was rendered fit for my return.

During thoſe acts of mutual civility, I really thought myſelf much indebted to Captain Portlock; and in return offered him ſuch articles as I could ſpare; ſuch as rum, rice, and a new cable of 13 inches (Europe;) but he declined receiving any of theſe, not being in want of them. In the evening of this day I bid him adieu; and arrived ſafe on board the Nootka with the two ſeamen.

On the 17th of May, a general diſſolution took place throughout the Cove, and when we once again found ourſelves in clear water, the hopes of leaving this ſcene of ſo much diſtreſs and horror, cheered our languid minds with inexpreſſible comfort.

The number of natives which we ſaw, did not exceed five or ſix hundred.—They are a ſtrong, raw-boned race of people, and in ſize rather exceeding the common ſtature of Europeans. They have no town, village, or fixed place of abode, but are continually wandering up and down the Sound, as fancy leads or neceſſity impels them, conſidering the whole of that territory as ſubject to them, and ſuffering no other tribe to enter whom they have ſtrength ſufficient to keep out, without paying them a tribute for that privilege. When, however,

A few days afterwards, I was ſurpriſed to ſee Captain Portlock's two boats enter the Cove: they brought me the following letter from that gentleman.

CAPE HICHINBROKE, ON BOARD THE KING GEORGE,
May 19th, 1787.

DEAR SIR,

I HOPE by the time you receive this you will be clear of the ice, the remains of your crew on the recovering hand, and your veſſel in a ſtate of quitting the Sound, which I think cannot be done too ſoon, as on quitting the coaſt, by a ſhort run you may be amongſt the Sandwich Iſlands, where every refreſhment may be had for putting your ſhip's company in a proper ſtate for proceeding towards China; where, at a proper ſeaſon, hope to ſee you in good health.

I think it was on the ſecond day after you left us that we ſailed from Port Roſe, Montague Iſland; and, after rounding the Eaſt end of the ſaid iſland, ſtretched over for this place, where I lay much expoſed; but, at all events, mean to remain until the return of my long-boat from Cook's River, and the coaſt tending that way; to which place I diſpatched her the day after you left us, and expect her in about one month.

Captain Dixon took his leave of me off the Cape, bound to the Southward towards King George's Sound, with directions to touch at every port he could make along the coaſt, and try what may be done on his way there: and as the weather ſince his departure hath been favourable, I hope he will make a good hand of it.

I remember before you left us to have heard you ſay, that you had an abundance of trade of every kind remaining: and now, my good friend, I think, in your preſent ſituation, that trade cannot, at leaſt that it ought not, to be your object. I muſt beg that you would ſpare me a part of it. The articles I wiſh you to ſpare are beads of different kinds, particularly the ſmall green and yellow ſort, and of them as much as poſſible; iron unwrought, and your ſpare anvil, you may remember that I mentioned my want of pepper and a compaſs.

I hope to ſee you as you paſs through the Sound: and remain, with eſteem,

Your's ſincerely,
NATH^L. PORTLOCK.

CAPT. JOHN MEARES, *Snow Nootka*,
Sutherland Cove, Prince William's Sound.

I wrote

however, they are intruded upon by a more powerful nation, which ſometimes happens, they retreat to certain rocks which are inacceſſible but by a ladder that is drawn up after them, and even their canoes, which are of a very light conſtruction, are hauled up with them.

They have a King whoſe name was Sheenoway; he was a very old man and almoſt blind.—When he firſt viſited us in the preceding autumn, he brought with him three women, whom he called his wives, and were accordingly treated with a ſuitable attention, being preſented with ſuch articles as appeared to be moſt agreeable to them; but they would not ſuffer the moſt diſtant familiarity from any of us. Theſe and three or four others were the only women we ſaw amongſt them.—We wiſhed very much to get one of their boys to live

I wrote him by return of the boats, (No. III.) I heſitated not a moment in complying with the purport of his letter; and as I could not get at the articles of trade, they being ſtowed in the hold, I ſent what I had at hand, viz. the compaſs, ſome pepper, a few bags of rice, 400 or 500lb. each, and ſeveral other articles which I thought he wanted, though he did not pay by any means an adequate attention to my wants by his boats.

The Nootka in fourteen or fifteen days was ready for ſea: we therefore ſailed out of the Cove, where we had been ſo long impriſoned, and anchored the next evening in Port Etches, where the King George was alſo at anchor. I again met Captain Portlock with every civility.

A few days after my arrival, as we were converſing in a friendly manner on board his own ſhip, I was much ſurpriſed at his putting into my hand the following letter.

KING GEORGE, PORT ETCHES,
June 9th, 1787.

CAPTAIN MEARES,

AT the time I ſpared you Thomas Dixon and George Willis, to aſſiſt in navigating the Nootka to China, I had thoughts of quitting this Sound, and proceeding to other parts of the coaſts; therefore your ſtay in the Sound, and carrying on a trade with the natives, could not, in any material degree, affect me. I therefore propoſed to you no conditions reſpecting trade, in conſideration of that aſſiſtance, which, if I had done, I am pretty certain you would very readily have complied with. Since that period I have had good reaſon for adopting another plan, a part of which is to remain in the Sound, and purchaſe every ſkin, of every kind, that came in my way; and as your remaining in the Sound and trading muſt, of courſe, ſtop a conſiderable part of the trade that I might get, I find myſelf in duty bound, on account of my employers intereſts, to propoſe the following conditions,—which, *if you would wiſh to keep the aſſiſtance I have already lent*, you will find it *neceſſary to comply with*. The Conditions are theſe,—That *you bind yourſelf in a Bond of five hundred pounds*, " that no trade be carried on for ſkins of any kind by yourſelf, or any of your crew, during your ſtay in the Sound this ſeaſon, and that you let me have twenty bars of iron, and ſome beads." On theſe, and only theſe Conditions, *you keep what aſſiſtance I have already lent, and receive what other aſſiſtance I have in my power to afford you:* at the ſame time I muſt aſſure you, that was I in your ſituation I ſhould not heſitate a moment in complying with the terms propoſed. You have made a good purchaſe,—I have mine to make. You have more trade than you can poſſibly diſpoſe of,—I have mine to make.

3 NATH^L. PORTLOCK.

with us, in order to obtain ſome knowledge of their language and manners; this propoſition, however, they conſtantly refuſed: but on condition that we ſhould leave one of our people with them. Indeed the King himſelf always heſitated to come on board, unleſs one of our ſeamen remained in the canoe during his viſit.

Some time in October, 1786, his Majeſty brought us a young woman and offered her for ſale; and ſhe was accordingly bought for an axe and a ſmall quantity of glaſs beads. We at firſt thought that ſhe was one of his own women, but ſhe ſoon made us underſtand that ſhe was a captive, and had been taken with a party of her tribe, who had been killed and eaten, which was the general lot of all priſoners taken in war. She alone had been preſerved to wait upon the Royal ladies, who were now tired, or perhaps jealous of her ſervices.

A requiſition ſo illiberal called forth all my aſtoniſhment; and it was with difficulty I could ſuppreſs the indignation I naturally felt, at the ſhameful advantage he propoſed to take of my helpleſs ſituation. However, for what could I do? Impelled by cruel neceſſity, I agreed to theſe hard conditions, with a proviſo, that he gave me his honour to let me have another man from him, and the probability of a boy; and as he informed me that he had a quantity of porter on board for the Japan market, and other articles, ſuch as ſugar, chocolate, &c. that he would let me have as much of thoſe articles as I wanted, at the Canton price, as he did not mean to go to Japan:—all this he aſſured me that he would comply with:—in return, I pledged my honour not to trade, or permit my people;—the beads and iron were accordingly ſent him. Before I finiſhed my viſit, he fixed the next day to ſend the man, perhaps the boy, and certainly the porter, which to us would have been an invaluable acquiſition, on account of our ſcorbutic habits of body, and having nothing but ſalted beef to exiſt on down to the iſlands, the very idea of which we nauſeated.

The next day his carpenter came on board, who began to caulk the deck, and examine the pumps. Captain Portlock employed alſo ſome of his people to brew beer and cut wood for us.

Captain Portlock had done all this with ſo many profeſſions, that it was all for the good of his owners, and appeared ſo friendly to me, that I really was deceived by him.

His carpenter when caulking part of our deck had uſed about fifty pounds of oakum of his own, we having none of that article, or men to pick it;—to replace this, I ſent on board ſeveral lengths of an old cable, about 11 fathoms, when one of Captain Portlock's people came on board with a meſſage that he wanted 20 fathoms of cable more, to replace the oakum: ſurpriſed at this declaration, I ſent my firſt officer on board, to explain to Captain Portlock that I really had no more junk or old cable in the ſhip, and that if he perſiſted in his demand, I muſt ruin a cable to comply with it, and that I thought what he had already received was a full equivalent. Soon after I received from Captain Portlock the following letter.

DEAR SIR,

I SHOULD be glad if you would ſend me the other eight bars of ſquare iron to make up the number we had agreed on; if you have not ſquare iron at hand I muſt make flat iron do; but I believe you have ſufficient of either ſort, eaſily to be got at. One of the twelve bars that I have received, my armourer has uſed in lengthening your pump-ſpears, and fitting the boxes; therefore I may ſay the number received, inſtead of twenty

ſervices. She remained with us near four months, and appeared to be very contented with her condition. She had informed us that ſhe belonged to a tribe who lived to the Southward, and it was our intention to have coaſted it along the enſuing ſummer, in queſt of furs, and reſtored her to her own people, had not the diſtreſſes which have been already related prevented us from purſuing any deſign of that nature. With what truth we know not, but ſhe always repreſented the natives of the Sound, as the moſt ſavage of any inhabitants of the Coaſt, and continually repeated, that it was the fear of our great guns alone, which prevented them from killing and devouring us.

During the intenſe froſt in January and February, we were viſited by ſome intermediate tribes, who lived in the neighbourhood of her people, by whom ſhe

twenty, is only eleven. In conſequence of what paſſed yeſterday between us, reſpecting the junk, I ſent my boatſwain on board, and expected he would have received about fifteen fathoms; he was offered five or ſix, which quantity he did not bring on board, as I had told him what I thought he would receive. You muſt conſider the waſte there is in picking oakum; beſides the employment of my people, whoſe labour ſhould, had it not been on your account, turned to the advantage of my own ſhip, in a trading expedition up the Sound; but, as it is, all hands muſt turn too for ſome days, and pick oakum, ready for my carpenter to begin caulking the ſhip immediately on finiſhing with you; therefore the loſs of time I have ſuſtained is of more conſequence to my owners than I ſhould ſuppoſe even fifty fathoms of junk would be to your's.——Diſpatch this boat as quick as you can, and *the third man* is getting himſelf ready for you.——I hope you are well this morning, *&c.*

I am, dear Sir,

Your's ſincerely,

N. PORTLOCK.

I then ſent the cable, which contained twenty times the quantity I had received from him.

Captain Portlock alſo deſired me to lend him ſix ſtands of arms, ſome braſs muſketoons, and the anvil, until we met in China, which I immediately ſent on board.

However, day after day he deferred ſending the man, boy, or porter, or, indeed, fulfilling the remainder of his agreement;—and thus matters reſted till we were ready for ſea:—I then requeſted Mr. Hollings to go on board, and endeavour to make Captain Portlock comply with his agreement, and ſave his honour; when, to my utter aſtoniſhment, Mr. Hollings returned with the following anſwer:—"that he would ſpare me 20 dozen of porter, and 10 gallons of "gin, for a new European 13 inch cable; (which coſt in Bengal near 200*l.*) that he could not ſpare the man, but "would give me an old 9 inch hawſer, of 80 fathoms." I naturally rejected this offer with indignation, the articles being by no means of equal value, and as he refuſed to fulfil his part of the agreement between us. I told him, however, in the preſence of Mr. Hollings, that if he was in diſtreſs for a cable, I would ſpare him one, at the rate that the owners bought it, but on no other terms, as I had no orders to eat or drink away the property of the ſhip.

I then

ſhe ſent invitations to them to come to us; to which we added preſents of beads as an encouragement to receive a viſit from them; and within a few days of the time, when ſhe mentioned her expectation of their arrival, ſome of them came in three ſingle canoes, and brought a ſmall quantity of ſkins. She earneſtly requeſted permiſſion to depart with them, but as we expected to derive ſome advantage from her information in the ſummer, her deſire was not granted. While, however, our people were gone down to breakfaſt, ſhe contrived to get to the canoes, and we ſaw her no more. At the time the girl left us, the ſcurvy was not arrived to the cruel height which it afterwards attained.—Nevertheleſs ſhe made us ſenſible that the ſame diſorder prevailed in her nation, and that whenever the ſymptoms appeared, they removed to the Southward where the climate was more genial, and where plenty of fiſh was to be obtained, which never failed to prove the means of their recovery.

The

I then obſerved to him, that if he had no regard to his honour, yet it would appear but common humanity to ſpare us ſuch articles as would tend to keep this deſtructive diſorder under, until we ſhould arrive at the Sandwich Iſlands. I repreſented, that it was againſt his own and owners intereſt to keep an article of this kind for the China market, when he had had an offer of the higheſt price ever given at Canton for articles of the like nature.

On no other terms could I procure the porter, and other little articles, but, as I have mentioned before, for the new cable, which I rejected; and in conſequence of my refuſal to comply with his exorbitant and diſhonourable demands, Captain Portlock refuſed the two men and the boy, withdrew his carpenter, and in other private points was guilty of the moſt improper conduct. When he recalled his carpenter, this fellow declared to Captain Portlock, that our ſhip was not in a ſtate of ſafety; her ſeams being open every where, and the pumps not finiſhed. For what he had done, *(viz.)* caulking two ſeams fore and aft, Captain Portlock permitted him to charge ſixty dollars, which I refuſed, and agreed with him for forty dollars, or ten pounds, which was paid him by Mr. Cox at Canton. Captain Portlock received the money.

On the 18th of June, I received another letter as follows.

KING GEORGE, PORT ETCHES, NEAR CAPE HINCHINBROKE,
PRINCE WILLIAM'S SOUND, *June* 18, 1787.

CAPTAIN MEARES,

I HAVE had very recent, good reaſon to think that, after you have quitted this Sound, you mean to put into ſome ports on the coaſt of America, to carry on a trading ſcheme; now, Sir, you will recollect, that, in your repreſentation to me of your diſtreſſed ſituation, the navigating your veſſel from this to the Sandwich Iſlands, and from thence to China, in ſafety, was what you gave me to underſtand as your only wiſh.

If this is really your intention, as a man of honour you cannot refuſe giving me a ſecurity that you will leave the coaſt immediately on your quitting this Sound, and purſuing that route.—In conſequence of your letter I have granted you

two

The natives of the Sound, of either ſex, keep their hair rather ſhort;—but of the ſame length before as behind: indeed their faces are generally ſo covered with it, that they are obliged to be continually ſeparating it, in order to ſee before them.—The men have univerſally a ſlit in their under lip, between the projecting part of the lip and the chin, which is cut parallel with their mouths, and has the appearance of another mouth. The boys have two, three, or four holes, where the ſlit is in the men, which is perhaps the diſtinctive mark of manhood. The women have the ſame apertures as the boys, with pieces of ſhell fixed in them reſembling teeth.

Both ſexes have the ſeptum of the noſe perforated, in which they generally wear a large quill or a piece of the bark of a tree. Their beards which, however, are common but in perſons advanced in years, are on the upper lip, and

two of the beſt men from the King George, but you may be well aſſured it was not to enable you to trade along the coaſt.

Mr. Creſſelman has the paper with him, which you cannot refuſe to ſign, provided you mean to proceed as you declared you intended to do.

I am, Sir,

Your obedient, humble Servant,

NATH^L. PORTLOCK.

You will pleaſe to be ſpeedy in your determination, that I may, in caſe you do not chuſe to comply, in giving me the ſecurity I have aſked, return you the articles I have received, and take my people on board again.

I need not comment on this tranſaction. I was obliged to ſubmit; and I accordingly ſigned the Bond, of which I here give an exact copy:—

COPY OF THE BOND.

SHIP KING GEORGE, PORT ETCHES,
June 18th, 1787.

BE IT KNOWN UNTO ALL MEN, That the under-written mutual Agreement and Obligation was this day entered into and agreed upon between A. Portlock, commander of the King George, from England, on the one part, and John Meares, commander of the ſnow Nootka, from Bengal, on the other part, under the pains and forfeitures as under-mentioned:—

Whereas the above-mentioned John Meares, in wintering on the New Coaſt of America, unfortunately loſt the greateſt part of his ſhip's company, and was reduced to the greateſt diſtreſs, not being able to navigate his veſſel to China. In conſequence of the diſtreſſed ſituation, as repreſented by the ſaid John Meares to the ſaid A. Portlock,

and about the extremity of the chin, which in the winter is generally froſted with icicles.—The younger part of them, as we imagine, pull it out as it appears.—They have high cheek bones, and round flat faces, with ſmall black eyes and jetty hair.—Their aſpect is wild and ſavage, and their ears are full of holes, from which hang pendants of bone or ſhell. They uſe a red kind of paint, with which they beſmear their necks and faces; but after the death of friends or relations, it is changed into black. Their hair is almoſt covered with the down of birds. Their cloathing conſiſts of a ſingle frock, made of the ſea-otter ſkin, which hangs down to their knees and leaves their legs bare. The dreſs they uſe in their canoes, is made of the guts of the whale, which covers their heads, and the lower part being tied round the hole in which they ſit, prevents the water from getting into the canoe, and at the ſame time keeps them warm and dry. This indeed may be conſidered as their principal dreſs, as they paſs the far greater part of their time in the canoes.

There

A. Portlock, commanding the King George, the ſaid A. Portlock promiſed and agreed to aſſiſt the ſaid John Meares, by lending him two able ſeamen to enable him to proſecute his voyage to China, ON CONDITION That the ſaid John Meares ſhall, on his leaving Prince William's Sound, where he now is, immediately proceed to Canton, and not on any account whatſoever (except drove by neceſſity or accident) meet with, or continue to trade or barter with the natives of any part of the ſaid coaſt, &c. for otter-ſkins, or any other furs, the produce of the ſaid coaſts, on pain of forfeiting the ſum of 1000*l.* of good and lawful money of Great Britain, to the ſaid A. Portlock, his heirs, executors, and aſſigns, for the uſe of the Proprietors of the ſaid ſhip King George.

In witneſs whereof we have hereunto ſubſcribed our hands the day and year above-mentioned.

As I had good reaſon to apprehend further demands from the illiberal and ſordid ſpirit of Captain Portlock, I prepared immediately to put to ſea; but, before I could effect my purpoſe, the ſame officer who had brought me the bond came on board once more, with a peremptory demand that the two men, whom I had received on my firſt interview with Captain Portlock, ſhould be returned to the King George. On being informed that Captain Portlock determined to keep the bond, as well as the articles with which I may be ſaid to have very dearly purchaſed theſe men, I refuſed to let them go;—when I was informed, that force would be employed to compel my ſubmiſſion to the demand he brought. My anſwer to this menace was, That as I had fulfilled every engagement on my part, I ſhould inſiſt on my right to the men; and that if Captain Portlock, whom I deſcribed in the moſt decided and unequivocal terms, ſhould make any attempt on the ſhip, I was determined to repel force by force.—On this the officer departed; and in about half an hour returned, with a meſſage from his Captain that I might keep the men; but without accompanying it with any apology for his conduct.

When the veſſel was under ſail, Captain Portlock thought proper to ſend me a Sandwich Iſland cap and cloak as a preſent; which I returned.

Such

There are to be found here all the different kinds of firs which grow on the other ſide of America.—There is alſo ſnake root and ginſeng, ſome of which the natives have always with them as a medicine, though we never could procure any quantity of it.

The woods are thick and ſpread over about two-thirds of the aſcent of the mountains, which terminate in huge maſſes of naked rock. The black pine, which grows in great plenty, is capable of making excellent ſpars. We ſaw alſo a few black currant buſhes when we entered the Sound in September, but no other kind of fruit or any ſpecies of vegetable. At that time, indeed, the high grounds were covered with ſnow, and the lowlands were an entire ſwamp from the ſtreams of melted ſnow which flowed from above.

Such was the conduct of Captain Portlock.——To obſerve upon it would unneceſſarily lengthen an article, already too long. Every one is capable of determining upon the tenderneſs or the cruelty of this man's demeanour to me.—— Whether it demands deteſtation or praiſe, is left to the judgment of thoſe who read the pages which contain this faithful and unexaggerated account of it.

The Letters of Captain Portlock *to me are copied from the originals in my poſſeſſion; and, having inſerted them, it may be expected that I ſhould publiſh thoſe which I wrote to him;---they are therefore added.*

(No. I.)

To CAPT. N. PORTLOCK,

Commanding the KING GEORGE.

SIR,

I MAKE no doubt, but that you will be ſurpriſed on the peruſal of a letter from a brother officer in this diſtant part of the globe; and as Captain Dixon has been ſo good as to offer a conveyance of this to you, I could not omit the favourable moment that providentially offers itſelf.

Some few days ago, the natives informed me of the arrival of two ſhips in this Sound, which, this evening, we found to be fact, by the arrival of Captain Dixon on board the Nootka.

I had wrote a note a few days ago, which I intruſted to one of the natives, to deliver on board one of the ſhips, which he promiſed to do for a certain reward.

Before I proceed further, Sir, it will be neceſſary to give you ſome account of ourſelves: Captain Dixon will give you a proper account of the ſize of the ſhip, and ſo forth.

I ſailed from Bengal, in company with the Sea Otter, of 150 tons, my conſort, commanded alſo by a lieutenant of the navy, whoſe name is Tipping, in the month of March 1786; the Government of Bengal being chiefly concerned in the

The only animals we ſaw were bears, foxes, martins, mountain-ſheep, and the ermine.—Of the latter we only killed two pair, which were of a different ſpecies.

Of geeſe there were a great quantity in the ſeaſon, with various other fowls of the aquatic ſpecies; but except the crow and the eagle we ſaw no birds that were the natives of the woods.

The article which the natives eſteem moſt is iron, and they would prefer ſuch pieces, as approached, in any degree, to the form of a ſpear.—Green glaſs beads are alſo much ſought after, and at times thoſe which were red and blue.—They were very fond of our woollen jackets, or any of the old cloaths belonging to the ſeamen.

They

the expedition. The Sea Otter returned to China in September, with the cargo of furs procured on the coaſt: I determined to winter; and accordingly choſe the harbour where Captain Dixon found us.

My complement of men and officers were, four mates, gunner, purſer, ſurgeon, boatſwain, carpenter, forty men and boys, with a crew ſtrong, able, and healthy. I thought myſelf ſafe and ſecure; but the calamities which we have ſuffered during a long, ſevere winter, deſtitute of all freſh proviſions, will, I am ſure, fill you with tender concern. To ſuch a height did it arrive, that it was often the caſe, that myſelf and officers had alone to bury the dead, which we effected with infinite difficulty, from the rigid and impenetrable froſts.

We arrived here the 25th of September, and were completely froze in by the 1ſt of November. About Chriſtmas the ſcurvy made its appearance amongſt us, and raged with ſuch fury, that it ſwept off the third and 4th officers, ſurgeon, boatſwain, carpenter, cooper, and the greateſt part of the crew. In ſhort, no one on board was exempt from it, either more or leſs; and it is but three weeks ago, that what few were left have been able to creep about. Such has been our diſtreſſed ſituation:—at preſent we have, independant of the officers, but five men before the maſt capable of doing duty, and four ſick, which compoſe the whole of our remaining numbers.

I have given you, Sir, but a ſhort recital of our misfortunes; and ſhall hope, if it is in your power, that you will afford us ſome relief.

I ſhould myſelf have accompanied Captain Dixon, had I a boat afloat that could ſwim; the only one I have is a long-boat, which we are now endeavouring to repair, and ſhe is on ſhore.

As I have particularly mentioned to Captain Dixon wherein you may be able to aſſiſt me; in addition I can only ſay, that any favour will indeed be gratefully received.

I ſhall beg leave to mention, that could you poſſibly ſpare the men, I ſhould agree to any terms in their favour, and faithfully return them on the ſhip's arrival at Canton.

I beg your acceptance of a few bags of rice, being indeed the only thing I have to preſent you with.

I am, Sir,

Your moſt obedient humble Servant,

11th of May, 1787. J. MEARES.

No.

They live entirely upon fiſh, but of all others, they prefer the whale; and as the oil is with them the moſt delicate part of the fiſh, they naturally eſteem thoſe moſt which poſſeſs an oily quality.—They ſeldom dreſs their fiſh, but when they do, the fire is kindled by friction with ſome of the drieſt pine wood, and they have a kind of baskets made of a ſubſtance which holds water, into which a quantity of heated ſtones is put to make it boil; but it is not often that their food undergoes this unneceſſary and troubleſome operation. In the coldeſt period of the winter we never ſaw them employ their kitchen, which might, perhaps, ariſe from local circumſtances, that encreaſed the difficulty attending their culinary exertions.

They are certainly a very ſavage race of people, and poſſeſs an uncommon degree of inſenſibility to corporal pain.—Of this we had a very ſingular proof on the following occaſion:—In the courſe of the winter, among other rubbiſh, ſeveral broken glaſs bottles had been thrown out of the ſhip, and one of

(N°. II.)

ON BOARD THE KING GEORGE, PORT ETCHES,
PRINCE WILLIAM'S SOUND, *May 16th*, 1787.

To CAPTAIN PORTLOCK *and* DIXON.

GENTLEMEN,

IN my letter of the 11th of this month, I repreſented to you the very diſtreſſed and deplorable ſtate of my ſhip, which you are perfectly ſenſible is really the caſe, and have moſt kindly offered me ſuch aſſiſtance as is in your power, reſpecting men to aſſiſt me in navigating the ſhip to China.

I muſt again beg leave to repreſent to you, that ſuch is my ſituation, that, without the aſſiſtance of men, it will be nearly an impoſſible thing for me even to quit this Sound, much leſs to navigate the ſhip to China; ſuch is the debility of my crew.

If therefore, Gentlemen, you will take this into conſideration, and permit me to have a ſeamen or two from each of your ſhips, it may be the means of ſaving the lives of the wretched remains of my crew, by enabling me to conduct, with ſuch aſſiſtance, the Nootka to Canton, where on your arrival, ſhould Providence ſo order it as to ſend us there alſo, I will faithfully deliver them back to their reſpective ſhips; and do engage, on the part of the Proprietors, to ſtand to any damage that may enſue to you for giving us ſuch timely and neceſſary aſſiſtance.

I do alſo engage, ſhould not your ſhips arrive at Canton, to ſend thoſe men to England, ſhould they deſire to go.

I am, Gentlemen,
Your moſt obedient,
J. MEARES,
Commander of the Snow Nootka.

To

the natives who was ſearching among them to ſee what he could find, cut his foot in a very ſevere manner: on ſeeing it bleed, we pointed out what had cauſed the wound, and applied a dreſſing to it, which we made him underſtand was the remedy we ourſelves employed on ſimilar occaſions: but he and his companions inſtantly turned the whole into ridicule; and, at the ſame time, taking ſome of the glaſs, they ſcarified their legs and arms in a moſt extraordinary manner, informing us that nothing of that kind could ever hurt them.

Such is the character and manners of the people in whoſe territory we paſſed ſuch a deplorable ſeaſon; it was therefore with infinite joy we took our leave of the Cove on the 21ſt of June, and the following evening we got out to ſea. Our crew now conſiſted only of twenty-four people, including myſelf and officers, with the two ſailors we got from the King George, having, alas! buried twenty-three men in this inhoſpitable Sound. Thoſe which remained, however, were all in great

(N°. III.)

To CAPT. PORTLOCK,

Commanding the KING GEORGE, PORT ETCHES.

DEAR SIR,

I WAS this morning favoured, and agreeably ſurprized by the arrival of your boats, and the receipt of your friendly letter.

The ice is completely diſſolved, and the weather has been extremely fine, which has enabled us to put forward our preparations for ſea; to bring which to a final concluſion you may juſtly ſuppoſe our utmoſt efforts have been made.

I arrived ſafe at my ſhip the morning after I left you; and, as I had brought the ſtrength of my crew with me, ſo in my abſence nothing could be done to put her in forwardneſs.

Our chief employment ſince has been to entirely clear our main and after holds, and completely ſtow them for ſea, with the view of leaving the coaſt; and in conſequence of which all the beads and unwrought iron have been ſtowed in the ground tier.

But, my dear Sir, ſo far are we from being ready, that our utmoſt efforts have been able only to accompliſh this; and I do ſuppoſe it will be ten days at leaſt before we ſhall be ready to put to ſea; for we have now the fore-hold to clear of many caſks, more ballaſt to take in, and we have already received between twenty and thirty tons; our caſks are to repair without having a cooper, and we have to complete our water, cut a large quantity of wood, and repair the ſails, which are much eaten by rats; and finally to complete the rigging for ſea; to perform this, we have, I think, your two men, and eight capable of doing duty; nor am I myſelf, or any of my officers idle, being employed in endeavouring to repair a miſerable ſhattered cutter, and in performing various other neceſſary avocations.—This being a true ſtate of our ſituation, you will from thence judge whether it will not require even a little exertion to be ready in ten days.

We have a little patch of ground which is clear of ſnow; to this ſpot we ſend our invalids, who are employed in boiling decoction and oil, for preſent uſe and ſea-ſtore, they recover but ſlowly, though I perceive that the returning ſpring hath been the chief inſtrument.

I obſerve

great ſpirits, though ſome of them had not yet ſufficiently recovered to go aloft. As ſoon as we got clear of the land, the wind hung much to the Southward, and brought a thick fog along with it. As this weather was very unfavourable to people in our ſtate, it was thought adviſable to keep near the coaſt.

We had now been at ſea ten days, and had got no further to the Southward than 57°. Our people alſo from being wet on deck, began to complain of pains in their legs which ſwelled ſo much, that ſeveral of them were obliged to keep their beds.—It was determined, therefore, to ſtand in for land which was not above forty leagues diſtant. We accordingly made a very high peak of a ſingular form, as the inhabitants in its neighbourhood were of ſingular manners and appearance.

When we got pretty well in with the ſhore, a conſiderable number of canoes came off to us, which were of a very different conſtruction from thoſe in the Sound.

I obſerve what you ſay relative to the arrangements which you have made for the purpoſe of trade; in it I wiſh you every ſucceſs, and I beg leave to expreſs my hopes that I ſhall meet you at the cloſe of the ſeaſon at Canton.

You may be aſſured that it gave me ſingular pleaſure when I peruſed that part of your letter wherein you requeſt that I will ſupply you with the articles of trade you mention, which I will moſt aſſuredly comply with the moment I join you, which I mean purpoſely to do, to ſupply every want you may have, and that is in my power to grant.

The beads and iron, as I have mentioned, being ſtowed in the ground tier, cannot be got at until I arrive with you, when you will lend me the neceſſary aſſiſtance to come at them; I have ſcarcely ſufficient at hand to ſerve the purpoſes of keeping the ſhip ſupplied with the neceſſary refreſhments which the natives bring at times to us.

The other articles I have put in the boats, they being at hand.

As I hope ſhortly to ſee you, I will only beg leave to add, that I am, with eſteem,

Your's, very ſincerely,

NOOTKA, *Sutherland-Cove, Prince William's Sound,*
May 22, 1787.

J. MEARES.

(N°. IV.)

CAPTAIN PORTLOCK,

I HAVE juſt received your letter with the bond or paper, from your mate.

I return you the paper, which is ſigned, but beg leave to remind you that I think you have uſed me extremely ill throughout the whole of this buſineſs, in retracting from your word, relative to the three men which I was to have had; one of my beſt men is unable to do his duty; nor do I ſuppoſe he will be able during the voyage: this, you muſt be ſenſible, renders it more neceſſary for you to act with that humanity becoming a Britiſh ſubject.

I am, Sir,

June 18, 1787.

Your obedient Servant,

J. MEARES.

To

Sound. They were made from a ſolid tree, and many of them appeared to be from fifty to ſeventy feet in length, but very narrow, being no broader than the tree itſelf.—But of all the beings we ever ſaw in human ſhape, the women were the moſt ſtrange and hideous.—They have all a cut in their under-lip, ſimilar to the men of Prince William's Sound, but much larger, it being a full inch further in the cheek on either ſide.—In this aperture they have a piece of wood of at leaſt ſeven inches in circumference, of an oval ſhape, of about half an inch thick, which has a groove round the edges, that keeps it ſteady in the orifice. This unaccountable contrivance diſtends the lips from the teeth, and gives the countenance the moſt diſguſting appearance which we believe the human face to be capable of receiving.—Theſe people appeared not unacquainted with the natives of the Sound, when we deſcribed them as having double mouths: indeed their languages ſeemed to have affinity to each other, but theſe people appeared to form a much more numerous tribe.—They had never been before ſeen by any navigator, and had not a favourable wind ſprung up in the night, we intended to have paſſed a few days among them.—The latitude of this part of the coaſt is in 56° 38′ North, and the longitude 223 0′ 25″ Eaſt of Greenwich.

A North-

To HENRY COX, Eſq. *Canton.*

SIR,

AT ſight, pleaſe to pay Mr. ROBERT HORNE, carpenter of the *King George*, the ſum of forty dollars, for work done on board the *Nootka*; which place to the account of, Sir,

Your moſt obedient, humble Servant

Snow NOOTKA, *Port Etches, Prince William's Sound,* J. MEARES.
June 18th, 1787.

(N°. V.)

SIR,

Mr. Criſtleman has delivered to me ſome articles of the Sandwich Iſlands, as a preſent from you: As I am going there in perſon I truſt to be able to procure ſuch matters as I may want of that nature; nevertheleſs I am much obliged to you, but beg leave to decline accepting any mark of your attention.

June 18, 1787.

I am, Sir,

Your obedient Servant,

To CAPTAIN PORTLOCK. J. MEARES.

Before I conclude this note I ſhall remark on the declaration of Captain Dixon, in the account of his voyage, "that the diſorder which ſo ſeverely afflicted my crew, aroſe from their uncontrolled application to ſpirituous liquors." In the firſt place, the aſſertion is not founded in fact; and, ſecondly, Captain Dixon's crew and himſelf being viſited by a ſimilar affliction, I have an equal right to retaliate the ſame accuſatio upon him.

A Northerly wind now ſprung up, and brought clear weather along with it, which continued till we made the iſland of Owhyhee. Our paſſage from the continent was fortunately very ſhort, but if we had not been bleſſed with a continuance of fine and favourable weather, the ſtate of the ſhip was ſuch as to make it a matter of doubt whether we ſhould have reached the Sandwich Iſlands. Still, however, the horrid diſorder beneath which the crew had ſo long laboured, continued to accompany us, and one man died before we gained the ſalubrious clime, whoſe zephyrs may be ſaid to have borne health on their wings; for in ten days after we arrived at the iſlands, every complaint had diſappeared from among us.

We remained here a month, during which time the iſlanders appeared to have no other pleaſure but what aroſe from ſhewing kindneſs and exerciſing hoſpitality to us.—They received us with joy—and they ſaw us depart with tears. Among the numbers who preſſed forward, with inexpreſſible eagerneſs, to accompany us to *Britannee*,—Tianna, a chief of Atooi, and the brother of the ſovereign of that iſland was alone received to embark with us, amid the envy of all his countrymen. Of this amiable man, I ſhall add nothing in this place, as he will be rather a conſpicuous, and I am diſpoſed to believe, an intereſting character in the ſucceeding pages of this volume.

On the 2d of September, we left the Sandwich Iſlands, leaving behind us, as we have every reaſon to believe, the moſt favourable impreſſions of our conduct and character with the inhabitants of them,—and grateful, on our part, for the generous friendſhip and anxious ſervices we received from them.——After a very favourable voyage, carrying the trade winds through the whole of it, we arrived in the Typa, an harbour near Macao, on the 20th of October 1787.

We had, however, ſcarcely come to an anchor when the weather began to wear the appearance of an approaching ſtorm, which our ſhattered veſſel was,

by

by no means, in a ſtate to encounter. We were alſo very much alarmed on ſeeing two French frigates, as they appeared, riding at anchor, about a mile from us. The minds of people ſo long harraſſed with hardſhips, and ſecluded from all political intelligence, were not in a ſtate to form favourable conjectures, particularly as it was ſuch an uncommon circumſtance to ſee French ſhips of war in theſe ſeas. When, therefore, we ſaw ſeveral boats filled with troops putting off from them, we concluded the worſt.—Having no confidence in the protection of a neutral port, we began to look towards a ſtate of captivity as the concluding ſcene of our misfortunes. Theſe boats, however, paſſed by us, as we afterwards learned, to board a Spaniſh merchantman in ſearch of runaway ſailors. The French ſhips proved to be the Calypſo frigate of 36 guns, and a ſtore ſhip, commanded by the Count de Kergarieu.—But, as if we were deſtined to be perſecuted by diſaſters to the laſt, we had no ſooner loſt our apprehenſion of human enemies, than we were aſſailed by elementary foes; for ſuch was the violent gale which now came on, that the Calypſo frigate could with difficulty preſerve her ſtation with five anchors. The ſituation of the Nootka, therefore, who had only one left, may be better conceived than deſcribed. After adding a few more hair-breadth eſcapes to thoſe from which ſhe had already been providentially delivered, we were obliged to run her aſhore, as the only means of preſervation. This was, however, happily effected by the active aſſiſtance of the Count de Kergarieu, his officers and ſeamen, of whoſe generous, and, I may add, indefatigable ſervices, I am happy to make this page a grateful, though imperfect record.

It is with the moſt painful ſenſations, that while I expreſs the moſt grateful aſtoniſhment at the preſervation of myſelf, and the remainder of my crew from the imminent dangers and diſaſters which we encountered, I am to lament the fate of our conſort the Otter Sloop, Captain Tipping.—No tidings have been received of her after ſhe left Prince William's Sound.—We muſt conclude therefore that ſhe and her people have periſhed beneath the waves.

A CHART
of the Interior Part of
NORTH AMERICA
DEMONSTRATING the very great probability
of an
INLAND NAVIGATION
from HUDSONS BAY
to the
WEST COAST
THE NORTHERN PACIFIC OCEAN
Longitude East of Greenwich
PART OF NORTH AMERICA
SLAVE LAKE
Slave River
Falls said to be the Largest in the known World
COOKS R.
Pr. WILLIAMS SOUND
Rose I.
Kayes I.
Montague I.
Comptrollers Bay
Mt. St. Elias
Admiralty Bay
Bherings Bay
Cross Sound
Pitt I.
Haywards Straits
Sea Otter Sound
Port Meares
Douglas's Entrance
North I.
Q. CHARLOTTES ISLES
C. St. James
Banks I.
PRINCESS ROYAL ISLANDS
Gibsons I.
Calverts I.
C. Scott
Fitzhughs Sound
Woodey Pt.
NOOTKA or King Geo. Sound
Berkleys Sound
John de Fuca's Straits
M. Olympus
Shoal Water Bay
River Oregan
NORTHERN ARCHIPELAGO
Sketch of the Track of the American Sloop Washington in the Autumn of 1789
THE SEA Land Seen THE SEA
Buffaloe L.
Cogead Lake
Theye Cheek Lake
Point Lake
Theye kye Lyneed Lake
Theye neye kyed Lake
Cheesadawd Lake
Anawd L.
ARATHAPESKOW L.
Clowey River
Clowey L.
Scartick L.
Tileymeg Lake
Mt. Hearnes
Wheldyahad Lake
Menistick Lake
Dobaunt Lake
Dobaunt R.
NEW NORTH WALES
Coppermine River
Pelican River and Lake
Arathapeskow River
Bitumen
Clear Lake
Beef Lake
Cribau L.
English R.
Carring Place
Lake Mineront
Redd L.
Sturgeon L.
Hudsons Ho.
Pike Lake
Saskashawan R.
South Branch
Great Pasquia
Cumberland Ho.
Cedar L.
Pine L.
Great Rapid
LAKE WENNIPEG
Lake of the Woods
Rain Lake
Back Road
LAKE SUPERIOR
Mithyseeton House
ARIC
SOUTH WALES
NEW
Gull L.
Nelsons R.
Hays R.
Knee L.
South Road
York Ft.
C. Tatnam
Severn Ho.
Severn R.
C. Lookout
C. Henrietta Maria
JAMES'S BAY
Equan Bay
Favorable Lake
Gloucester House
Henley Ho.
Albany R.
Albany Fort
Kiskikoyan R.
Piscocoggan L.
Brunsile
Moose R.
S. Anns L.
CHURCHILL
C. Churchill
Churchill R.
HUDSONS BAY
CHESTERFIELDS, OR BOWDENS INLET
The four Falls
WAGER RIVER
Duglas Har.
Jalubert I.
White Point
Wale P.
C. Fullerton
THE WELCOMBE
SOUTHAMPTON ISLE
C. Comfort
Cape Pembroke
C. Southampton
Nevills Bay
Term P.
Whale Cove
Sir Bebbeys I.
Knaps B.
Woodman & Mutlow Sculp. Russel Court

OBSERVATIONS

ON THE PROBABLE EXISTENCE

OF A

NORTH WEST PASSAGE, &c.

THE attention of Great Britain, as well as of other commercial countries of Europe, has long been directed to the Coaſt of America, with the hope of diſcovering a paſſage between the Northern Pacific and Atlantic Oceans.—From the beginning of this century to the laſt voyage of Captain Cook, a general belief prevailed in the exiſtence of ſuch a paſſage, and various expeditions have been equipped and ſent forth, to realize opinions founded on it, or to put an end to it, by determining, if poſſible, that it was erroneous and without foundation.

It is unneceſſary, as it would be impertinent in me to enter at large into the well-known hiſtory of the original idea of a North Weſt paſſage, and the ſubſequent attempts to diſcover it, with the various diſputes it occaſioned.—I ſhall only obſerve that Mr. Dobbs, by whoſe influence and from whoſe ſuggeſtions the parliamentary reward was granted to the diſcoverers of this important object, cloſed his life, which was diſtinguiſhed by an indefatigable attention to it, in a firm belief of its exiſtence, and that the preſent century would not be compleated before the diſcovery of this paſſage would give new advantages to the commerce of his country.

Indeed it does not appear that the Britiſh nation was, by any means, ſatisfied or convinced that the voyages which had been performed for the diſcovery of a North Weſt paſſage had been deciſive.—Though the Eaſtern ſide of America had been explored at large, yet the numerous Sounds, Bays, and Inlets remaining to be examined, were ſufficient to juſtify a continuance of conjecture, and to re-excite the enterpriſing ſpirit of ſubſequent adventurers.

The beneficial conſequences that would ariſe from the diſcovery of a North Weſt paſſage are ſelf-evident; for although India is, in a manner, brought ſo much nearer to Europe by the modern improvements in ſhipping and navigation, yet to ſhorten the preſent circuitous courſe, is an object of the firſt commercial importance.—It was indeed for this purpoſe that the voyage of Captain Cook was undertaken by the command of his Majeſty, to diſcover, if poſſible, a paſſage between the two oceans; and to begin his reſearch on the Coaſt of New Albion.

The voyages which had been made in preceding periods to Hudſon's and Baffin's Bays, with the ſame view, though unſucceſsful, as to the main object, ſerved rather to confirm the exiſtence of it; and Mr. Dobbs, who had made it a principal object of his ambition and his life, was continually making converts to his favourite ſyſtem. It was in conſequence of his ſolicitations that Middleton was ſent out; yet the queſtion did not ſeem to have received any elucidation from his voyage.—His proceedings were ſaid to be kept ſecret, or his account garbled; and the Hudſon's Bay company incurred a conſiderable degree of odium, which encreaſed in proportion as the exiſtence of a North Weſt paſſage continued to grow on the popular belief and expectation.

Subſequent voyages were made without producing any certainty as to the great object of them; and the opinions of the public were either in a ſtate of heſitation or diviſion concerning it, when the naval miniſter of the period diſpatched Young and Pickersgill ſucceſſively to Baffin's Bay, and Cook to the Weſtern ſide of America, to determine the queſtion, if poſſible, for ever.—How far this important

important matter is determined by Captain Cook's voyage, the account of it, univerſally read and known, will diſcover.—Thoſe of Young and Pickersgill have never been publiſhed; but we are informed, on the reſpectable authority of the Preface to the Voyages of Captain Cook, that they failed entirely of the end propoſed.—Baffin's Bay, therefore, which is yet unexplored, may be thought to afford ſome hopes of this moſt deſirable communication.

In the voyage of Captain Cook it is ſeen, that after performing the leſſer objects of it, he arrives on the coaſt of New Albion, and inſtead of beginning his reſearches in the latitude of 65° North, according to the language of his inſtructions, he commences his ſurvey in a much lower latitude, until he arrives in King George's Sound, ſucceſſively in Prince William's Sound, and the river which is ſince honoured with his name. He then ſails to the latitude pointed out by his orders; and, in the end, finds an inſurmountable obſtruction in a barrier of ice which is ſuppoſed to reach to the North Pole; from which circumſtance alone the concluſion is drawn, that there is no paſſage between the Atlantic and Pacific Oceans.

It cannot, indeed, be too much regretted, that the particular portion of the Coaſt of America between the latitude of 56° and 50° North, and 47° and 48° North, did not admit of more attention than appears to have been beſtowed on them. The weather in this important part of the voyage was ſo unfavourable, that the ſhips were prevented from approaching the coaſt; for though the Felice and Iphigenia did explore theſe latitudes, yet there is every reaſon to lament that Captain Cook was himſelf prevented from ſuch an examination as would have proceeded from him.

When the great Navigator was engaged in exploring theſe low latitudes, he was, at that moment, in poſſeſſion of Mr. Hearne's track acroſs the continent of America to the North of 70°, which appears to annihilate all hopes of a paſ-

ſage between Fort Churchill and Copper-mine River. Yet Captain Cook, even contrary to his inſtructions, thought it expedient to explore thoſe very parts on the Weſtern ſide; a circumſtance which may certainly juſtify us in ſuppoſing, that he did not think the route of Mr. Hearne ſo very concluſive as it has ſince been imagined.

A general concluſion has been alſo drawn, that a paſſage to the Northward of 70° would be of no general utility; and the probability, nay even the exiſtence of a paſſage South of 70° is decided. Nevertheleſs, the naval miniſter, in full poſſeſſion of the Hudſon Bay Company's diſcoveries, thought it right to ſend both Young and Pickersgill ſucceſſively into Baffin's Bay, to explore a paſſage that way; from which arrangement it may be concluded that government, at leaſt, had every reaſon to believe that a North Weſt paſſage did exiſt; and I am by no means convinced by any ſubſequent voyages or reaſonings upon them, that the grounds of former opinions on this ſubject are materially changed.—On the contrary, the practicability, as well as poſſibility of a North Weſt Paſſage ſtill remains, as far as my judgment goes, in all its former ſtate of expectation; but whether to the North or South of Mr. Hearne's track and ſea, will be hereafter conſidered.

It is well-known, that in the diſputes which this ſubject occaſioned, at a former period, much acrimony mingled in the diſcuſſion; and the Hudſon's Bay Company were accuſed of diſcouraging the purſuit, and keeping thoſe diſcoveries which had been made, and might have aided the future adventurer, in myſterious darkneſs; or, which is much worſe, of altering and falſifying ſuch accounts of their people as they were obliged to unfold, relative to the enquiries after a North Weſt paſſage.—Theſe prejudices are found ſtill to prevail, but, as we believe, without any reaſon. We, at leaſt, are amongſt thoſe who have an entire reliance on the communications of the Hudſon's Bay Company; and if we ſhould be found to differ from Mr. Hearne, we truſt it will appear that in the arguments which will be brought forward, we are ſupported by ſuch facts as will

juſtify

juſtify our offering them to the public, in behalf of an opinion, which, from the authority of able men, and great names, has of late been conſidered not only as a fanciful theory, but become an unpopular doctrine.

For this purpoſe we beg leave to produce the voyage of the Iphigenia, as related in the body of this work; and it will there be ſeen that ſhe explored the very tracks of the Coaſt of America which were not viſited by Captain Cook, or other navigators; in which ſpace is found the antient Northern Archipelago, agreeing in poſition and deſcription with the accounts of the older voyagers.

This ſhip enters ſo far to the Eaſt, that ſhe paſſes, by three degrees, the Weſtern boundary of Mr. Hearne's ſea in 72°, (but placed by Mr. Arrowſmith, in his chart lately publiſhed from Mr. Turner's charts and journals, in the latitude of 68° 15′ North, and longitude of 228° Eaſt of Greenwich) when a clear and extenſive paſſage is ſeen without impediments. This Archipelago is found to occupy a ſpace from the latitude of 51° North, and longitude of 231° 45′ Eaſt, to the latitude of 54° 30′ North, and longitude of 227° Eaſt, the whole of which extenſive ſpace was not explored by Captain Cook. But though it may be ſaid that ſome part of it was examined by the great Navigator, when nothing of this nature was diſcovered, it muſt be conſidered that iſlands of great extent are ſituated to the Weſtward of this Archipelago, and divided from it in ſome places by a ſea as wide as the channel of England, as has been proved by the track of the Iphigenia, and that it was the coaſt of theſe great Iſlands which he ſuppoſed to be the continent of America, which we are rather diſpoſed to think he never ſaw; but, under that idea, continued to explore a latitudinal chain of iſlands, ſtretching from 45° to 65° North; nay, perhaps, much further North and South, forming a Weſtern barrier to the real continent of America: For there is a ground for more than common conjecture, that King George's Sound, Cook's River, and the whole coaſt hitherto ſeen, are part of a lengthened chain of detached iſlands.

The

The channels of this Archipelago were found to be wide and capacious, with near two hundred fathoms depth of water, huge promontories ſtretching out into the ſea, where whales and ſea-otters are ſeen in an incredible abundance.—In ſome of theſe channels there are iſlands of ice, which we may venture to ſay could never have been formed on the Weſtern ſide of America, which is a mild and moderate climate; ſo that their exiſtence cannot be reconciled to any other idea, than that they received their formation in the Eaſtern Seas, and have been drifted by tides or currents through the paſſage for whoſe exiſtence we are contending.

We know not how to account for theſe large floating maſſes of ice in any other manner.—The Northern Pacific Ocean is never encumbered with interruptions of this nature, and is navigable in every ſeaſon of the year; for, though the Nootka was frozen up ſo many months in Prince William's Sound, it was in a partial manner, and in an harbour whoſe water, to a certain depth, was freſhened by the rivulets and ponds that were emptied into it. Here were evident reaſons therefore why the froſt ſhould operate with more power there;—but, after all, the ice was not of an extraordinary thickneſs; and during the whole of the winter, the great Sound was without ice, and even the mouth of the river remained unfrozen. Indeed, had not the crew been wholly debilitated by their diſaſtrous ſufferings, the ſhip would have been cut out of the ice, and put to ſea.

In navigating the coaſt of this part of America from 45 to 63° North, nothing like a congregated body of ice had been ſeen; and, inſtead of ſuppoſing themſelves to be navigating the Northern regions, the navigators might ſuppoſe themſelves to be ranging beneath a tropical climate.—It would, however, be a ſatisfactory circumſtance, if it were poſſible to know whether that barrier of ice, ſeen by Captain Cook in Behring's Strait, continues immovably fixed; for it might be ſuppoſed that the Northerly winds, which are there ſo very prevalent, might, perchance float the ſeparated ice, as in other ſeas; and it is by no means unreaſonable

reaſonable to ſuppoſe, that in ſuch caſe, the icy fragments might ſometimes float towards Cook's River or Prince William's Sound; but no ſuch thing as a particle of ice has ever been ſeen from the month of March to October, the times and ſeaſons when the North Weſt Coaſt of America has been navigated.

A writer of conſiderable authority in whatever relates to geography and navigation*, has declared that he has long ſuſpected the North Weſt part of Hudſon's Bay to conſiſt of broken iſlands, and his ſuſpicions on this matter appear to ariſe from an examination of various maps both printed and manuſcript, communicated to him by the company, of the Weſt ſide of Hudſon's Bay.—He repreſents them, however, to be diſcordant and indiſtinct, and treats with merited contempt the folly of pretending in ſo ſhort a time as has generally been employed to determine with preciſion on the bays and inlets in ſuch extenſive ſounds as thoſe of Wager and Cheſterfield.—He is of opinion that Hearne's tract is deciſive, as far as it goes, *in caſe the lakes and rivers he paſſed were freſh water*, which, however, is not abſolutely aſcertained. But he is ſtill indeciſive as to a general queſtion of a North Weſt Paſſage; and, with all his knowledge of the ſubject, and ingenuity of inveſtigation, he chuſes to leave the matter open for future diſcuſſion and enquiry.

In ſpeaking of the Cheſterfield inlet, of which he ſaw four different charts in the poſſeſſion of the Hudſon Bay Company, all of which differed from each other, he obſerves, that it was navigable for upwards of two hundred geographic miles for veſſels of the largeſt burthen; and, he adds, it might have been expected that many commercial advantages would have enſued from ſuch a diſcovery: but, continues he, I am given to underſtand that the Company's ſervants are extremely averſe to any Northern expeditions; and every man converſant in public buſineſs muſt know the difficulty, almoſt amounting to an impoſſibility, of conſtraining men at a diſtance to execute any thing contrary to their inclinations.

It

* Mr. Dalrymple.

It appears, as has been juſt hinted, to be the opinion of this gentleman, that, according to Mr. Hearne's information, there can be no ſea communication from Hudſon's Bay to the Pacific Ocean under 72° of North latitude, which is that of the ſea ſeen by Mr. Hearne, the exact latitude of which, however, is not determined, though Mr. Hearne thinks he cannot have erred above 20′. On the contrary, the map of the Canadian traders makes this identical polar ſea to be in the latitude of 68° 15′ North; which is leſs than Mr. Hearne's obſervation at Conge-ca-tha-wha-chaga, viz. 68° 46′ North, if that is an obſervation of reliance.

If the communications which have been made from the reſpectable authority of the Canadian Merchants, ſome of whom were fully adequate to this buſineſs, are thought deſerving of credit, there muſt either be two ſituations where the Polar ſea has been ſeen, in the varying latitudes of 68° 15′ North, and 72° North, or the matter muſt reſt in doubt between Mr. Hearne's obſervations and thoſe of the Canadian merchants: we will, however, ſuppoſe, for a moment, that the latitude of the Polar ſea, as marked by the latter, is correct, it then becomes by no means improbable that Cook's River may have ſome communication with this ſea, in 68° 15′, as the diſtance from the higheſt latitude at which navigators have arrived in that river is 61° 30′, and longitude 210°, and the latitude and longitude of the ſea ſeen by the Canadians, 68° 15′ North, and 228° Eaſt; the diſtance being no more than 620 geographic miles. If, therefore, we credit the Canadian accounts, which bear the character of accuracy, and thereby fix the ſea ſeen by Mr. Hearne in the latitude of 68° 15′, and longitude 228° Eaſt, it would at once ſuggeſt a more than poſſible communication between Cook's River and the Southernmoſt part of Baffin's Bay, or the Northernmoſt part of Hudſon's Bay into the Atlantic Ocean. For it ſhould be remembered, that in the higheſt known latitude of Cook's River, no impediment was obſerved to the further progreſs of ſhips, either from rocks, ſhoals, or a want of a due depth of water; the channel, on the contrary, appearing capacious and extenſive, and abounding with whales.

There

There are, according to the moſt correct information, ſeveral curious charts or maps in the poſſeſſion of the Hudſon's Bay Company, drawn by different perſons, and ſome even ſketched by Indians, of the interior parts of the country, towards the North Weſt, and the lands that bind the Northern Pacific Ocean.—On the face of theſe charts, particularly on one deſcribed by two Indians, appear ſeveral rivers and inlets, unknown to Europeans, which communicate with the Arathapeſcow lake, and from this lake the river Kiſcachewan runs North Weſt into the Pacific Ocean, communicating, perhaps, with Cook's River, the Northern Archipelago, or what we ſhall call the Straits of John de Fuca.—Theſe charts bear a great reſemblance to thoſe made by the Canadian traders, which renders them extremely intereſting.

The Indian maps imply that Hudſon's Bay communicates with the Polar Sea, which countenances the opinion of a paſſage by Repulſe Bay, which itſelf has not been perfectly examined; and this ſeems, as it is obſerved by the ſame authority, to be confirmed by an anonymous manuſcript belonging to the Company; but it expreſſes the water to be ſhallow where Captain Middleton went. The failure of this voyage, however, is well known to have excited great clamours and diſcontents, which, in many inſtances, ſtruck at the fidelity of the relation.

Whatever may have been the juſtice of former complaints concerning the myſterious concealments of the Hudſon's Bay Company, no charge of this nature can be imputed to the gentlemen who now compoſe that reſpectable corporation. Among other proofs of their liberal conduct and diſpoſition, their preſent plan of making ſurveys, and proſecuting diſcoveries in Hudſon's Bay, &c. deſerves to be diſtinguiſhed.

Mr. Duncan, a maſter in the Royal Navy, ſailed in the laſt Hudſon's Bay ſhip to their ſettlement, for the expreſs purpoſe of exploring and ſurveying not

only Hudſon's Bay, but Baffin's Bay; he will therefore be employed this year, on his arrival at the Company's factories, to perform in ſmall veſſels this uſeful and neceſſary ſervice.—We underſtand that the Company have engaged him, upon the moſt liberal terms, for two years; and it is therefore to be expected that, during the ſummer of this year, he will have made a very conſiderable progreſs.—Mr. Duncan, as the reader will recollect, has already been mentioned with due praiſe, for his active and perſevering ſpirit during the time he commanded the ſmall veſſel called the Princeſs Royal; and we ſhould feel an added ſatisfaction on this ſubject, if it were to be his peculiar good fortune to ſucceed where a Middleton and ſo many others have failed, and to make a diſcovery of ſo much importance to the commerce of Great Britain.

The obſervation naturally occurs, that the Hudſon's Bay Company, in the employment of Mr. Duncan in this track of diſcovery, appear to be, by no means, without their expectation of ſucceeding at laſt in diſcovering a communication between Hudſon's or Baffin's Bay, and the Northern Pacific Ocean.

The voyage of the Felice is only an additional ſupport.—She enters the Straits of John de Fuca between the latitudes of 48° 30′ North, and the longitude of 235° Eaſt; and latitude 47° 30′ and longitude 235° 30′ Eaſt; and finds them fifteen leagues in breadth; very capacious, with a depth of 150 fathoms water, where whales and ſea-otters were ſeen in great abundance.—If the ancient accounts of theſe places are referred to, there is found to be ſuch an agreement between them and our own as to border on conviction.—When this ſea or ſtrait is entered, a clear, uninterrupted horizon to the Eaſt, preſents itſelf to view in the longitude of 236° 30′ Eaſt from Greenwich, which is no more than 460 leagues from Hudſon Bay, and occupies a ſituation to the Eaſtward of Mr. Hearne's ſea, agreeable to the obſervations before mentioned. If it ſhould be aſked why theſe ſtraits were not penetrated, or at leaſt ſome attempt made to penetrate them,

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the anſwer is at hand,—the deſtruction of our commercial enterprize by the ſhips of his Catholic Majeſty.

The ſeveral voyages which have been made to the North Weſt Coaſt of America, previous to thoſe of the Felice and Iphigenia, have each thrown new lights, and made additional diſcoveries in that part of the globe.

No ſooner was the valuable commerce that was to be procured in King George's Sound made known to the world, than the active ſpirit of adventure aroſe; and, ſtrange as it may appear, four different expeditions ſtarted in the year 1786, from different parts of the globe, to engage in this commerce, without any knowledge of each other's deſigns, or of courſe ſuſpecting any kind of competition, until they arrived on the Coaſt of America, when, as it may be ſuppoſed, any diſcouraging circumſtance would come too late to make the adventurers ſhrink from the enterprize.

Previous, however, to every other expedition, a veſſel was equipped in China in the year 1785, by gentlemen of the firſt mercantile abilities and reputation: the command of her was entruſted to Captain James Hanna, who ſet ſail in her to ſeek the diſtant continent of America, to explore its coaſts, and to open ſuch an intercourſe with the inhabitants as might tend to a future commercial eſtabliſhment with them. The ſize of the veſſel, which was under 70 tons, her equipment, which ſcarcely amounted to thirty perſons, and every circumſtance belonging to her, ſerved to impreſs the minds of all concerned in the buſineſs with an high idea of the ſpirit of the man who had undertaken to conduct his little band of Argonauts in an almoſt untried courſe, and where dangers were not to be avoided, or prepared for by the communicated experience of preceding adventurers.

Captain Hanna, on leaving China, purſued his courſe in the vicinity of Japan, paſſing through the Laqueo Iſlands, and encountering fogs, vapours, and ſtorms,

till he arrived in King George's Sound,—the ſecond European after Captain Cook had left it. The natives, preſuming upon the inferior ſize of the veſſel, and the confined number of the crew, made a deſperate attack upon her, which was repulſed by the ſuperior bravery and good conduct of their new viſitors.

Theſe hoſtilities, however, ſoon ended in commercial friendſhip; and a quantity of ſea-otter ſkins was obtained from them. Captain Hanna departed from theſe people on the moſt friendly terms, and proceeded to the Northward, where he diſcovered ſeveral ſounds, iſlands, and harbours, which he named Fitzhugh's Sound, Lance's Iſlands, and ſome particular parts which he named after Henry Lane, Eſq; but particularly an harbour which he called Sea Otter's Harbour.

The journal of Captain Hanna was, as might be expected, very curious. He was ſo kind as to ſubmit the examination of them to us; and they appeared, in our judgment, to confirm the diſcoveries ſaid to be made by De Fonte, and which may now be ſaid to be actually realiſed by the knowledge we have of the Great Northern Archipelago. Captain Hanna, we find, enters this Sound, as he eſteemed it; whereas it is now known to be a part of the Northern Archipelago; but bad weather and an heavy ſea obliged him to uſe his utmoſt expedition in getting out of it.

In this voyage we ſee the extent of his diſcoveries; for his ſecond voyage to the North Weſt Coaſt of America, in 1786, did not lead to any thing further than what related to mere commercial adventure; and, before he could engage in a third, this active and able ſeaman was called to take that voyage from whence there is no return.

It was in 1786, that different bands of trading adventurers ſtarted up, as it were, both in India and England, to proſecute this commerce.—From India, the equipments took place at Bengal and Bombay, under the patronage of the reſpective governments of thoſe places. From the former ſailed the Nootka

Nootka and the Sea Otter,—from the latter, the Captain Cook and the Experiment. At the ſame period, another equipment took place, for the ſame purpoſe, in China; and the Sea Otter ſailed from thence, and was joined by the Lark, which was fitted out with that intention for the coaſt of America.

About the ſame time certain merchants in England, and, in particular, the Meſſrs. Etches of London, engaged in a ſimilar adventure. Having obtained a licenſe from the South Sea Company to carry on this trade excluſively, with regard to England, for the term of five years; and having been favoured with a permiſſion from the Eaſt India Company to lade teas home from China, theſe gentlemen equipped the ſhips King George and Queen Charlotte in a very ſuperior manner, and gave the command of them to Lieutenant Portlock of the royal navy, and who had already been frequently employed by them as maſter of a trading veſſel in their ſervice. Theſe ſhips left England in the month of September, 1785, near ſeven months before any of the equipments ſet ſail from the different parts of India.

The Captain Cook and the Experiment, commanded by the Captains Lowrie and Guiſe, and under the ſuperintendance of Mr. Strange, one of the Company's ſervants, ſailed at the cloſe of the year 1785, or early in the year 1786: they were equipped in the beſt poſſible manner by the public ſpirit of David Scott, Eſquire, of Bombay, who was the principal owner of them. Their commanders were men of abilities, and the inferior officers in every point of ſuitable character: ſo that conſiderable expectations were formed from ſuch an equipment.

After remaining ſome time at Nootka Sound, they explored other parts of the coaſt, and arrived in Snug-corner Cove, in Prince William's Sound. In this progreſs they indiſputably diſcovered that land to which Mr. Dixon gave the name of Charlotte's Iſles, which he did merely from conjectural opinion, as they were never proved to be ſuch till Captain Douglas, in the Iphigenia, ſailed

through the channel which ſeparates them from what was then ſuppoſed to be the American Continent. Mr. Strange alſo firſt found the bay called Friendly Cove, which received its preſent name from that gentleman.

The King George and Queen Charlotte,—though they poſſeſſed the advantage of being fitted out at the port of London, were appointed with numerous crews and officers of every denomination, as well as with an arrangement of ſtores, &c. ſufficient to command every advantage of trade, and alſo to make ſettlements, form factories, which they were authorized to do, and build veſſels,—their voyage was tedious and dilatory; and their ſucceſs, both with reſpect to commerce or diſcovery, by no means adequate to their ſuperior equipment.

After theſe ſhips had ſeparated, the Queen Charlotte proceeded to the Southward of Prince William's Sound; and continuing her courſe to that part of the coaſt, named by Captain Cook Behring's Bay, ſhe entered a port which then received the name of Port Mulgrave. Captain Dixon then proceeds to the Cape Edgecumbe of Cook, and from thence traces the coaſt till he arrived in a port which was honoured with the appellation of Port Banks; and finally diſcovered the Northern part of thoſe iſlands whoſe Southern extremity was firſt diſcovered, as has been already mentioned, by the Captains Lowrie and Guiſe. The ſhip then takes her courſe down the Weſtern ſide of theſe iſlands; and, rounding the Southern extremity of them, proceeds partly between them, and what was, at that time, ſuppoſed to be the continent of America; but apprehenſive of being entangled among theſe iſlands, ſhe quitted them at once, and proceeded on her voyage to China.

The King George remained a conſiderable time in Prince William's Sound; from whence ſhe diſpatched her long-boat, at two different times, to Cook's River, which made a ſurvey of ſome part of the coaſt between Prince William's Sound, that bore a conſiderable ſhare in the general outline. She then left that Sound; and, after caſually exploring the coaſt, and diſcovering an harbour

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or two, one of which was named Portlock Harbour, ſhe took her courſe alſo to China; and both ſhips returned to Europe.

The Imperial Eagle, Captain Barclay, we believe, ſailed from Europe the beginning of the year 1787; and not only arrived at Nootka Sound in Auguſt, but explored that part of the coaſt from Nootka to Wicananiſh, and ſo on to a Sound to which he gave his own name. The boat's crew, however, was diſpatched, and diſcovered the extraordinary ſtraits of John de Fuca, and alſo the coaſt as far as Queenhythe;—when, after the fatal cataſtrophe which happened to ſome of them, this ſhip quitted the coaſt, and proceeded to China; having performed the whole of the voyage in twelve months, which employed the King George and Queen Charlotte upwards of two years. The Nootka made no other diſcovery but that of diſtreſs and misfortune.

The year 1788 was productive of connecting, in ſome meaſure, the detached and ſeparate diſcoveries of the ſhips already mentioned. There were then on the coaſt the ſhips Prince of Wales and Princeſs Royal, the Felice, the Iphigenia, Columbia, and Waſhington; who each contributed her ſhare towards compleating the charts of the North Weſtern part of the world which are attached to this volume.

The Princeſs Royal, Captain Duncan, in particular, enters the channel that ſeparates the Charlotte Iſles from the ſuppoſed continent, and proceeds exploring both ſides; diſcovering numerous harbours, ſounds, and inlets, which completely aſcertains the Northern Archipelago. He occupies almoſt a whole ſummer in this ſtation; and yet, ſtrange as it may appear, quits the coaſt of America without knowing that Captain Douglas had already taken the ſame courſe:—yet has Captain Duncan, as might be expected from him, added many valuable remarks to the geography of this part of the world.

The Prince of Wales has added alſo conſiderably to the geographical deſcription of America. We have only to lament the loſs of her commander to the country,

country,—as he is now a priſoner with the Spaniards, and ſtill ſuppoſed to be in that ſtate of deranged intellects which immediately ſucceeded the treatment he received from the commander of the Spaniſh ſhips. The part the Iphigenia and Felice bore in connecting theſe detached ſurveys, are recited at large in the pages of this volume.

The Waſhington entered the Straits of John de Fuca, the knowledge of which ſhe had received from us; and, penetrating up them, entered into an extenſive ſea, where ſhe ſteered to the Northward and Eaſtward, and had communication with the various tribes who inhabit the ſhores of the numerous iſlands that are ſituated at the back of Nootka Sound, and ſpeak, with ſome little variation, the language of the Nootkan people. The track of this veſſel is marked on the map, and is of great moment, as it now completely aſcertains that Nootka Sound, and the parts adjacent, are iſlands, and comprehended within the Great Northern Archipelago. The ſea alſo, which is ſeen to the Eaſt, is of great extent; and it is from this ſtationary point, and the moſt Weſterly parts of Hudſon's Bay, that we form an eſtimate of the diſtance between them.

The moſt Eaſterly direction of the Waſhington's courſe is to the longitude of 237° Eaſt of Greenwich. It is probable, however, that the maſter of that veſſel did not make any aſtronomical obſervations to give a juſt data of that ſtation; but as we have thoſe made by Captain Cook at Nootka Sound, we may be able to form a conjecture ſomewhat approaching the truth, concerning the diſtance between Nootka and the Eaſternmoſt ſtation of the Waſhington in the Northern Archipelago; and, conſequently, this ſtation may be preſumed to be in the longitude, or thereabouts, of 237° Eaſt of Greenwich. The aſcertained longitude of Fort Churchill is 94° 12′ 30″, Weſt of Greenwich; and, of courſe, the diſtance between the Waſhington's moſt Eaſterly ſtation is 1020 geographic miles; and, by the ſame calculation, from Hudſon's Houſe 660 geographic miles; and in the direction of Eaſt by North: but whether the

the intermediate part between theſe fixed points be ſea, river, or land, is a queſtion that muſt be left to the reſult of future diſcovery.

Thus has been unveiled the whole of the American coaſt, particularly thoſe parts between the latitudes of 50° and 55° North, and 47° and 48° North; and ſurely this ſurvey gives room for ſomething more than conjecture on the ſubject. It will teach us alſo to pay ſome attention to the account of former navigators; ſince thoſe relations of ſome of them which have not only been ſuſpected, but abſolutely determined to be errors or fictions, now turn out to be real diſcoveries.

Theſe particulars are faithfully extracted from nautical journals, and may be conſidered as intereſting alſo, as they relate to the American commerce. It will, indeed, be for the honour of this country to bring theſe reſearches to a concluſion; for though it has been a received opinion that it would be in vain to look for a paſſage in Hudſon's Bay to the Southward of 67° latitude; and when we find held out to our view how much more Northerly ſhips muſt hold their courſe, at leaſt ſome part of their voyage, before they can paſs from one ſide of America to the other, yet may not the ſea ſeen by Mr. Hearne be that very higheſt point?—May not the Northern Archipelago, the Straits of John de Fuca, and Cook's River, all ſtretching to the North Eaſt—ſome of them being more Eaſtward than this ſea—may not theſe be the very paſſages?—Is it not poſſible that this very ſea, ſeen by Mr. Hearne to puſh boldly into Hudſon's Bay, or the Southernmoſt part of Baffin's Bay, be ſome inlet or paſſage to the Northward of 67°?

If the corroborating proofs of former writers are brought forward,—if the having a knowledge that from the Copper-Mine River the Indians of Prince William's Sound and the Northern Archipelago procure their copper;—if from the Indians themſelves we are informed that great waters, free from ice, ſtretch themſelves to the Northward;—if theſe particulars can be ſuppoſed to have any weight, how much will it be encreaſed when it is known that ſhips have reached

between 61 and 62 degrees of latitude in Cook's River, where a navigable ſtrait, of conſiderable extent, appeared to their view, free from ice or impediments of any kind; and where the riſe and fall of the tide was ſo great, that there muſt be other extenſive channels for the reception of the waters, which can only be to the Eaſt.

In no part of the year is ice found in Cook's River;—Mr. Hearne ſaw none in his ſea, except on the margin of the ſhores, which may have accumulated there from the influx of freſh ſprings, &c.—The Weſtern ſea of America is alſo at all times navigable and free from ice, as far as we can aſcertain, to the latitude of 64° North.

There is but one circumſtance more before we cloſe what we have to offer in favour of a North Weſt paſſage, open to the purpoſe of navigation.—If, therefore, we caſt our eyes on the general map of the world, particularly on the *Northern portion of it to the Eaſt*, we find laid down on the chart that great extent of land bounded by Baffin's Bay, yet unexplored.—In the Weſt we perceive that portion of terra firma, within the arctic circle, bounded by ice, which ſeparates Aſia from America, and which ſtopped the progreſs of Captain Cook;—let us then caſt our eyes on that part of the ſea ſeen by Mr. Hearne, and reconcile, if we can, the poſſibility of its being any part of the Frozen Ocean which we imagine to flow round thoſe lands that are thought to reach to the Pole.—If it is the Frozen Ocean, to what height of latitude muſt the land of Baffin's Bay ſtretch?—In what latitude the Weſtern portion ſo bounded by ſea?—We muſt either preſume that theſe lands do not reach to the Pole, if this is the Frozen Sea; or if we conclude that they do, then the ſea ſeen by Mr. Hearne can be no other than the ſtrait, or identical paſſage between the two oceans.

Can it be ſuppoſed that the Eſquimaux round with their canoes either Baffin's land or the Weſtern portion to arrive at this ſea. Should it not rather be believed that thoſe people come from the Weſtern ſide for the copper and

the whale; and that this creature himſelf had made his paſſage through thoſe very channels which had conveyed the roving tribe here from Cook's River, Prince William's Sound, or the Northern Archipelago. And if this idea is rejected, let it be aſked finally, by what ſea and by which navigation did the whale come into Mr. Hearne's ſea; whether did he take his courſe round Baffin's land, or boldly puſh through the barrier of ice ſeen by Captain Cook, and which is ſuppoſed to extend to the Northern pole of the world. Here he is oppoſed and repulſed, nor do we believe that he ever got round the land of Baffin. We are bold enough, however, to hazard an opinion, that this ſea ſeen in 72°, or placed by others in 68° 30′; or, according to Peter Pond, in 65°, is no other than that part of the communication between the Northern Pacific and Atlantic Oceans which empties itſelf either in Baffin's, or Hudſon's Bay; and that through theſe channels, which are ſufficiently deep and capacious for navigation, the whale and other huge marine animals find a ſafe and eaſy paſſage.

The Indians ſeen by Mr. Hearne, and who were deſtroyed by the party that conducted him through his dreary route, were, in all probability, a part of a tribe of the Weſtern ſide, on an expedition to the mines to procure copper.—Perhaps they were inhabitants of Cook's River.—Copper abounds amongſt theſe numerous tribes;—it is the medium of barter with their more Southern neighbours. We have ſeen in their poſſeſſion maſſes of conſiderable weight from the mines, and of extreme fineneſs. They told us that they went far Northward for it, and found the ore in the earth, ſcattered about, and, as we underſtood them, thrown up by a volcano from the ſea.—The Indians ſeen by Mr. Hearne were Eſquimaux, agreeing in manners and cuſtoms, and inheriting all that miſery of this extenſive tribe, which is perceived on the Weſtern Coaſt of America, as far South as to the latitude of 50° North.

It has been ſaid that the Spaniſh navigator, Don Franciſco Antonio Maurelle, in 1775, viſited that part of the continent of America not ſeen by Cap-

tain Cook in his progreſs to the Northward; and that this voyage, therefore, is peculiarly intereſting to navigation, as he pronounces that no ſuch ſtraits are to be found as thoſe of De Fuca, or ſuch an Archipelago as that of Admiral De Fonte.

The particulars of this voyage, kept ſo ſecret by the Court of Spain, has been communicated to the world by that truly reſpectable, philoſophic and learned gentleman, the Honourable Mr. Daines Barrington. Its ſuppoſed merits for ſome time ſtood the teſt of criticiſm.—It received an additional authority after the return of our laſt circumnavigators, as it favoured their opinions that no credit was to be given to the ſuppoſed diſcoveries of De Fonte or De Fuca, which were now determined to be nothing more than the romance of a former century, or the fiction of an enthuſiaſtic mind.

In our turn, we do not heſitate to pronounce, that no attention whatever is to be paid to the charts of Mr. Maurelle, as totally contrary to truth and fact. They give no idea of the real poſition of the Coaſt of America; and, of courſe, involve the journals of the ſame navigator, from whence they have been drawn, in their own miſrepreſentations. There is no method more ready or more deciſive, than to compare the chart of Maurelle's voyage, with the chart of Captain Cook, or that which has been prepared from the voyage of the Felice and the Iphigenia, and which comprehend all the diſcoveries made by other Britiſh navigators who have viſited the American Coaſt. Mr. Maurelle's chart will then have abided a fair trial, and of courſe receive the judgment it deſerves.

We have now ſtated fully, explicitly, and, we hope, without preſumption, the different points which have given riſe to our belief in the exiſtence of a North Weſt paſſage.

An argument on which ſo much depends, requires every aid to ſupport it that can be derived from any corroborating teſtimony; yet we ſhall not attempt

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to mention ſuch as may be doubtful, however favourable they may be to our general purpoſe, without expreſſing our heſitation as to their authenticity.

Thus, if Mr. Peter Pond's diſcoveries were ſatisfactorily authenticated, they would operate powerfully in our favour, as they would materially correct the route of Mr. Hearne, by altering the ſea ſeen by that gentleman in 72° to 65°, and conſequently leave a ready and open communication between Cook's River and that ſea; and, perhaps the ſame in Baffin's or Hudſon's Bay; but we are ready to acknowledge that we are not without our doubts reſpecting Mr. Pond; as his account, however, is in every body's hands, we ſhall leave its claim to credibility exactly in the ſame ſtate in which we found it.

But there is an author of great reſpectability, whoſe obſervations we have already quoted, to whom we ſhall be indebted for further aſſiſtance; and as he ſtates clearly the ancient accounts of the exiſtence of the Archipelago of Saint Lazarus, and the Straits of John de Fuca, we rely with certainty on them, and are thus enabled, by his previous labours, to leſſen our own. We ſhall only, therefore, with his aſſiſtance, ſtate a few leading points, to ſhew the grounds on which we reſt our belief of the exiſtence of theſe places, which have been attributed by very learned men to the impoſition of ſome, and the ignorance of others.

This author obſerves, that recent navigators have found an archipelago of iſlands, and the ſtrongeſt indications of a large river, where ſuch are deſcribed by Admiral de Fonte: and this, he adds, gives countenance to that too haſtily exploded narration.—We have, it is true, old traditions or narratives of the Archipelago of De Fonte, and the Straits of De Fuca, in Hacluit, Purchas and Harris, but on what grounds, from what diſcoveries, is at preſent wrapped in obſcurity.——But Mr. Dalrymple comes armed with better authority,—and informs, us that the Burgomaſter Witſon, in his ſecond edition of the Nord and Ort Tartarye, in 1705, ſays he had in his poſſeſſion the original manuſcript

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of the account of the celebrated navigator De Fonta, and not De Fonte, having ſurveyed Terra del Fuego in 1649.—This circumſtance goes very far to prove that ſuch a perſon did exiſt; and we may conſequently form an opinion, that if he performed one voyage in 1649, that he might have accompliſhed the other as recited by Purchas, &c. in 1640; and the recent diſcoveries of this very Archipelago ſerves to countenance this opinion. But be this as it may, and whatever authority may be due to Burgomaſter Witſon, we are ready to vouch for the Northern Archipelago being in the ſame ſpot as that of De Fonta.

The account of the Straits of De Fuca is no leſs extraordinary.—A very curious piece of intelligence is communicated by him, on the authority of the Right Honourable Mr. Greville, who received it from Sir John Macpherſon, to whom it was related by ſome Spaniards at the Cape of Good Hope; who informed Sir John that, very lately, an entrance in the latitude of $47^{6}\,45'$ North was found, which conveyed them in twenty-ſeven days into the vicinity of Hudſon's Bay;—what can be ſaid to ſuch extraordinary intelligence?

John de Fuca, according to Mr. Hacluit, was a Greek pilot, who in 1592, ſailed into an inlet of great breadth, between the latitudes of 47° and 48°, which led him into a far broader ſea, wherein he ſailed twenty days, and arrived in the Atlantic Ocean.—He deſcribes a great head-land or iſland, with an exceedingly high pinnacle rock placed near it, which is, in all probability, the very iſland or headland whereon our friend Tatootche has his town and fortreſs; and as to the pinnacle rock, we have had ocular demonſtration of its being placed in the entrance of this ſea, as well as the great iſland or headland which we have particularized in the voyage of the Felice in that latitude.

De Fuca, it ſeems, communicated this information to Mr. Lock, when that gentleman was at Venice, and offered to perform the voyage, on condition of receiving 60,000 ducats.—The venerable and parſimonious miniſters of Queen Elizabeth, amongſt whom was Cecil, refuſed: Mr. Lock being unable,

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out of his own private fortune, to reward the pilot, the matter dropped, though he continued to keep up a conſtant correſpondence with him.—Affairs taking another turn, it was determined to employ the pilot, and Lock went to Italy in order to bring him to England; when, on his arrival, he found that the pilot had died a ſhort time before. Such is the account given by Hacluit, Purchas, &c. and adopted by all nautical hiſtorians ſince their time.

It is no leſs curious that another man who was at Portugal about the ſame time, ſhould have publiſhed a book, treating of a North Weſt paſſage, and ſtating that he had paſſed through it. This book was ſuppreſſed by the Court of Liſbon.—But to corroborate and ſtrengthen my own aſſertions, I bring the authority of Captain Barclay's officers, &c. who ſaw every particular which I declare to have ſeen,—having ſurveyed theſe parts in a boat,—though he himſelf did not go within ſome leagues of the ſtrait:—It is alſo to be remarked, that the Princeſs Royal, Captain Duncan, ſaw them alſo; and finally, we offer the proofs brought by the Waſhington, which ſailed through a ſea that extends upwards of 8 degrees of latitude.

In reading the accounts of the ancient voyagers, we were forcibly ſtruck with the reſemblance between the inhabitants as deſcribed by John de Fuca, and thoſe with which we had a communication.—Amongſt many particulars we will ſelect one, which is directly in point; independent of their being cloathed in furs and bears ſkins, as he mentions them, he goes on to tell us, that they bind their childrens' heads between two boards when very young, which practice gives the head the form of a ſugar-loaf; and in our account of the people of Nootka Sound, this cuſtom has been particularly remarked, and we reckon Tatootche among the number of Nootkan Princes.—The latitude in which we found this ſtrait placed, certainly differs from that in which the old authors have laid it down; but that may be eaſily accounted for, from the great difference between the croſs-ſtaff, which was the aſtronomical inſtrument of Columbus, and our quadrant;—and we believe, even a few years back, our navigators did not attend

tend ſufficiently to even the corrections neceſſary for the ſun's declination, which will alſo produce a great difference of calculation.

Another account of a former date, relative to this paſſage, muſt not be omitted, which is the voyage of Thomas Peche, as given by Mr. Dalrymple.—He relates that he ſailed up the Strait of Anian, 120 leagues, in 1676, intending to return to England that way; but the month of October being well advanced, and the winds Northerly,—which, by the bye, we obſerved to be always the caſe,—he returned back, and coaſting California, New Spain and Peru, came into the North ſea by the ſtraits of Magellan, 1677.—He found from Cape Mendocino on California, the current ſet to the North Eaſt for more than 20 leagues within the channel:—But where theſe ſtraits are ſituated, it is difficult to judge from the ſhort account given of this man's voyage.

It would only encreaſe uncertainty, and involve enquiry in greater perplexity, if we were to enter upon an examination of the interior geography of this part of America. There are, it is true, charts formed of it, but it is impoſſible we can reſign our judgment to them;—it is ſo eaſy to fill up ſpaces with imaginary lakes and rivers, that only tend to miſlead us; and though the Arathapeſcow Lake bears all the marks of authenticity, yet we know not, from any reſpectable authority, that its ſituation is aſtronomically fixed.

We muſt beg leave to add one more conjecture, which is that of Mr. Dalrymple, and in which I perfectly coincide, that the Lake de Fonte may be the identical Lake Arathapeſcow; which, if that ſhould be the caſe, communicates with the Northern Pacific Ocean: and the Arathapeſcow Lake, according to two Indian manuſcript charts in the poſſeſſion of the company, poſſeſſes a communication with Hudſon's Bay;—a circumſtance which induces Mr. Dalrymple to remark, with his uſual ſagacity, that it would be highly expedient to examine what obſtructions there are to navigate thither; for this lake is reported by Mr. Hearne,—from the information of the Indians,—to be about

about 400 miles in length.—He is alſo of opinion, that the moſt effectual method of making this examination, would be from the Arathapeſcow Lake, which by the obſervation of the longitude of Hudſon's houſe, appears to be much nearer Hudſon's houſe than Mr. Hearne's map repreſents it.—Indeed, though that gentleman has much merit for his enterpriſing ſpirit and painful reſearches, he has left much yet to be done; for it could not be ſuppoſed that Mr. Hearne could poſſibly be qualified to form a chart of ſuch extenſive regions which ſhould be definitive.

It may alſo be obſerved that the Hudſon's Bay Company have an houſe in 53° 0′ 32″ North, and longitude 106° 27′ 20″ Weſt, which is above 530 geographic miles from their neareſt ſettlement in the Bay; the diſtance, therefore, to compleat the communication between that place and Nootka, is above 700 geographic miles. On the authority of Mr. Turner the Hudſon Bay Company's ſurveyor, the Indians report that the river continues to be navigable as far above Hudſon's houſe as below it, and that it is as eaſy a navigation as that of the Thames, there not being one fall or rapid, after paſſing that near Winipig Lake, in a courſe of more than 200 miles; but it is probable that the communication between Hudſon's Bay and the Weſt Coaſt of America would, with more facility, be made in an higher latitude, by means of the Cheſterfield inlet, or ſome of the inlets and rivers from Hudſon's Bay, connecting with the Arathapeſcow, Dobaunt and other lakes.

Of the navigation of the Weſtern ſide of America we are clear and decided, as well as of thoſe inlets, great ſounds, and openings of the ſea at the back of Nootka.—And as to the Eaſtern ſide of the continent,—though, as yet, we have nothing but conjecture in favour of the belief that either through Hudſon's Bay, or the Southern parts of Baffin's Bay, navigable inlets may be found to communicate with the Eaſtern Pacific Ocean,—one circumſtance is clear in our favour, which is, that we have the moſt inconteſtable proof that the geography of Hudſon's Bay is but yet imperfectly known, and that with

Baffin's Bay we are wholly unacquainted; ſo that the idea of the diſcovery of a North Weſt Paſſage ſtill continues to have a reaſonable foundation.—And we truſt that the ſervants of the Hudſon's Bay Company will conquer every averſion, we are informed they have hitherto poſſeſſed, to thoſe Northern expeditions; which may, at length, end in the diſcovery of a North Weſt Paſſage.

SOME

SOME

ACCOUNT OF THE TRADE

BETWEEN THE

NORTH WEST COAST OF AMERICA, AND CHINA, &c. &c.

IT muſt afford a very animating ſatisfaction to every patriot mind, that the trade and commerce of this country are gradually extending themſelves over every part of the globe; and that from the encouragement given by wiſe miniſters, and the enterpriſing ſpirit of opulent merchants, every corner of the earth where the winds blow and the ſea rolls its waves, will, ſooner or later, be explored, to encreaſe the wealth, the power, and the proſperity of the Britiſh Empire.

To Captain Cook, among other great and public benefits, we are indebted for the commerce of the North Weſt Coaſt of America, and its profitable application to the China market; a commerce, which when more known, and of courſe more cultivated, will, we doubt not, prove of the firſt advantage to this country.

The riches which the immenſe Southern Pacific Ocean offers to the adventurous ſpirit of trade, is far beyond the preſent conceptions of it; and the empires of China and Japan may not only become new ſources of commercial advantage to this kingdom, in the exports of her manufactures, but prove the means of encreaſing her maritime ſtrength; and thereby aggrandizing, in the moſt ample manner, the power of the Britiſh Empire.

In the preceding pages, which contain our obſervations on the probable exiſtence of a North Weſt Paſſage, ſome account is given of the ſeveral adventurers to the North Weſt Coaſt of America ſince the diſcovery of its valuable commerce by Captain Cook. The fate of them, as it generally happens in all new ſchemes of adventure, has been variouſly unſucceſsful.—Two of the ſmall number of ſhips which have ſailed thither, have been wrecked, and others have proved unfortunate either from the bad management or ignorance of their conductors; from whence a very falſe idea has ariſen, that the trade of the North Weſt Coaſt of America is an unproductive buſineſs.

Other opinions have been propagated which are extremely unfavourable to the adventurers who have engaged in this commerce. It has, indeed, been boldly aſſerted, and by many as confidently believed, that they have been engaged in a contraband trade on the American Coaſt.—It muſt, indeed, be extremely mortifying to thoſe gentlemen whoſe patriotic and commercial ſpirit has led them into ſuch adventurous undertakings, to find, that in addition to the great loſſes they have ſuſtained, their characters, as fair and honeſt merchants, are attacked and calumniated: but the accuſation, which ſprings either from envy or ignorance, is founded in falſhood,—and will, we truſt, find a refutation in the commercial arrangements of thoſe voyages which occupy the preceding pages of this volume.

The moſt immediate articles hitherto imported from America, have been the ſea-otter ſkin, and furs of an inferior value, of which we have every reaſon to

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ſuppoſe there will prove a very great abundance, whenever the induſtry of the natives ſhall be duly excited to extend their collection of them.—Beſides it ſhould be obſerved, that this trade is in an infant ſtate, and has been hitherto carried on only, as it were, in the vicinity of the American ſhores;—as thoſe parts which have been already viſited, are not, as has been imagined, the coaſts of the continent, but an archipelago of iſlands, forming a kind of barrier to it. When, therefore, a commercial communication is opened with the continent itſelf, which there is every reaſon to ſuppoſe is numerouſly inhabited, a great and very valuable ſource of commerce will be unfolded to our country; forming a chain of trade between Hudſon's Bay, Canada, and the North Weſt Coaſt of America.

The articles hitherto employed in the purchaſe of American furs, &c. are in themſelves but of ſmall value, when compared with the prices which theſe furs obtain at China and other markets; but when the expence of conveying them to their deſtination is taken into the account, their acquired value is of no trifling conſideration.

The firſt adventurers employed iron, beads, glaſs and Indian gewgaws as the medium of barter; but they who ſucceeded them added Britiſh Woollens to the trade, and whole villages of American natives were ſeen clad in blankets, and decorated with every article of Engliſh dreſs. Indeed, after ſome time, the Indians became ſo fond of woollen articles, that no commercial engagement could be formed with theſe people in which they did not form the commanding inducement. The ſea-otter ſkin may be a more beautiful and warmer garment, but it is infinitely more cumberſome than the blanket; which, when once adopted, was preferred in the moſt decided manner, from a ſenſe of ſuperior convenience; and reſpecting the articles of European dreſs for which their ſimple fancy or a love of novelty might be ſuppoſed to impel their choice, they might be ſo varied as to keep awake thoſe prepoſſeſſions till they become habits, whoſe calls muſt be ſupplied by Britiſh manufactures.

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The number of people to the Southward of Nootka Sound, as far as the latitude of 45° or 46°, amounts at leaſt to near ſixty thouſand. The calculation is made from the number of villages, each of which contains from ſix to nine hundred inhabitants. To the Northward of Nootka, as far as the latitude of 61°, they are much more numerous; it may therefore be reaſonably concluded, that the line of ſea coaſt on the Weſtern ſide of this Archipelago, without adverting to the Eaſtern ſide, poſſeſſes upwards of an hundred thouſand people; which, after all, forms no very great degree of population for ſuch an extenſive length of country.

Something like a correct eſtimate may, therefore, be made of the advantages that would ariſe from ſupplying ſuch a number of people with Britiſh manufactures, by calculating the probable exports, which, in this early ſtage of the North Weſt American commerce, might be made from this country of coarſe woollens, iron, cutlery, manufactured copper and tin; which, in particular, when worked up into the various articles in which it is commonly employed, would form an immediate, as well as a very conſiderable export, as on ſeveral parts of the coaſt it was found to be the favourite object of the Indian market. It is, by no means, neceſſary to obſerve, that in proportion as the manners of theſe people improved, and their civilziation advanced, all theſe commercial articles would find an encreaſing demand.

The exports of America will conſiſt of furs of the following ſpecies:—The ſea-otter, the different kinds and qualities of which have been particularly deſcribed in the voyage of the Felice;—the beaver, marten, ſable, river-otter,—called by the natives capuca,—the ermine, foxes of different kinds, and particularly that whoſe ſkin is of a jetty black;—grey, white and red wolves, wolvereens, marmots, racoons, bears, mountain-ſheep, whoſe fleece is of extreme length and fineneſs, with the common and the mooſe-deer or elk.

The ſea-otter, though an amphibious animal, might, perhaps, have been more correctly claſſed among the ſea-furs; for it is the peculiar happineſs of this country, that the ſea which waſhes its coaſts, ſhares with the land the plenty of commercial produce. The furred ſeal, ſea-cow, ſea-lion, the ſpeckled ſeal and common ſeal abound there.

Ginſeng might alſo become a very valuable article of American export; for although it has not hitherto been found in great abundance in the vicinities of Nootka, the Northern parts, more particularly the ſhores of Cook's River, produce it in inexhauſtible plenty. The ginſeng of this part of America is far preferable to that of the Eaſtern ſide, and approaches nearer to that of China, which is univerſally conſidered of a very ſuperior quality to the beſt ginſeng of European exportation.

But the moſt valuable branch of commerce, which is offered ſpontaneouſly by the North Weſt American Coaſts, is the Whale Fiſhery, which may be carried on to any extent. As thoſe fiſh, both of the black and ſpermaceti kind, are univerſally abundant in thoſe ſeas, with other marine animals, which yield an oil of a very ſuperior quality. And here I ſhall beg leave to offer ſome obſervations on the probable advantages which may be derived to Great Britain from this fiſhery, not only in the Northern but the Southern Oceans; the former abounding with the black whale, and the latter with the ſpermaceti ſpecies.

Theſe Fiſheries are of ſuch extent, reaching from Cape Horn to the Line, as, with that of the North Weſt Coaſt of America, to be capable of employing ſeveral thouſand tons of ſhipping. Even in its infant ſtate, one hundred ſail at leaſt, each veſſel having thirty men on board, might be employed in this valuable branch of commerce. Of a ſhip's company, according to this regulation, I ſhould ſuppoſe that twenty would be ſeamen, or people acquainted with the buſineſs of the fiſhery, and that the remainder would be boys apprenticed,

ticed, or landmen, who are frequently received on board, and employed in theſe voyages: The number of ſeamen amounting in the whole to three thouſand. Nor can it be ſuppoſed that this commerce, conducted under the influence of Britiſh liberty and the ſpirit of Britiſh merchants, would not encreaſe. Indeed, the acquiſitions of it are ſo favourable to our own manufactures, and in ſuch continual demand from foreign countries, that to ſupply the home and foreign conſumption of its ſeveral articles, would prove a moſt advantageous extenſion of the trade and navigation of Great Britain. But another important benefit will reſult alſo from theſe fiſheries; they will very greatly enlarge that nurſery of ſeamen which may be conſidered as the mine of Britiſh ſtrength and glory.—Nor do I heſitate to foretell, that if this branch of commerce is left free, and is not ſuffered to be ſhackled by chartered privileges and legal monopolies, that it will, in a very ſhort time, make ſuch returns, as to diſcharge Government from the expenſive encouragements of drawbacks and bounties.

It would be preſumption in me to recommend any ſyſtem of regulations for the due conduct, controul and encouragement of theſe fiſheries, when ſuch abilities and commercial knowledge as is poſſeſſed by Lord Hawkeſbury, enlightens the proceedings of that branch of the adminiſtration which appropriates its labour and attention to the trade of our country; but I ſhall, nevertheleſs, take the liberty to ſuggeſt, that each ſhip employed in this commercial ſervice, ſhould be obliged to have on board ſix or eight apprentices, who ſhould be limited with reſpect to age. If eight in number, four of them ſhould not be more than ten or twelve years of age;—two others ſhould not exceed fourteen years, and the remainder might be confined within the age of ſixteen. The term of their apprenticeſhip ſhould not be extended beyond five years.—It would be needleſs to explain the utility and advantage of ſuch an arrangement.

The navigation of theſe ſeas is moſt admirably adapted to form a ſchool of maritime experience, while its peculiar ſafety is equally calculated to encourage mercantile ſpeculation.—Nor ſhould it be paſſed by without obſervation, that

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ſhips employed in the fiſhery or fur trade, may always depend upon ſuch abundant ſupplies of almoſt every kind, as not only to furniſh a plenteous variety of that wholeſome food, but alſo to become an object of commercial conſideration, while the Sandwich Iſlands offer a ſtation for intermediate repoſe, where health animates the gales, and every ſpecies of refreſhment is to be found on the ſhores.

The various articles of trade, both of an import and export nature, in this new region of commerce, which might be conſidered as attending upon our entrance into it, have already been mentioned; at the ſame time we ought to keep in view, as an object of a great future advantage, thoſe mines which are known to lie between the latitudes of 40° and 60° North, and which may hereafter prove a moſt valuable ſource of commerce between America and China.—But to give them effect, as well as to forward other beneficial purpoſes, eſtabliſhments muſt be formed, for which the North Weſt Coaſt of America offers a mild climate and a fruitful ſoil, where grain of every ſpecies may be cultivated with a ſmall portion of induſtrious exertion, particularly in the vicinity of Nootka, and in the country of New Albion.

Such is the general account we have it in our power to communicate of the commerce of that part of America which has ſo lately been unfolded to us. We ſhall now proceed to diſcover the connection it has hitherto formed with China, together with the proſpect of opening a trading intercourſe with Japan; which, if revived, and there is no doubt of the poſſibility of ſuch an event, might, in due time, become an object of the firſt importance to the mercantile intereſt of this country.

The furs obtained by the ſeveral adventurers to the North Weſt Coaſt of America, have been carried to the Canton market, where they were ſold at very high prices.—The circumſtance of ſupplying this market with American furs, has proved the means of opening a channel of trade between England

and China, for the Canadian and Hudſon Bay furs, which had not hitherto been attempted.—Theſe furs alſo ſold extremely well.

The commerce between Great Britain and the Empire of China, is altogether of ſuch importance, that an inveſtigation of thoſe cauſes which operate to continue the balance of trade againſt us, and which may lead to a diſcovery of the means not only to diminiſh that balance, but to turn it in our favour, will, I truſt, be favourably received by the public; and, in a particular manner, by that great commercial body, the Honourable Eaſt India Company.—It is, indeed, but juſtice to declare, that much has already been done by them; at the ſame time truth compels me to obſerve, that much yet remains to be done, not only in giving every poſſible augmentation to the exports of this country, but in opening new channels of commerce, whenever and wherever opportunity offers to accompliſh ſuch a deſirable object.

In purſuing the general outline of this ſubject, and we do not profeſs to be ſo minutely informed as to engage in a minute diſcuſſion of it, we ſhall claſs the commerce of China under the following heads:—

Firſt. The trade between China and Ruſſia, by land; in which may be included the North Weſtern commerce by ſea, as the principal ſtaple commodities are chiefly furs, in which England participates, from the large quantity of the Canadian and Hudſon's Bay furs ſent from this country to Ruſſia, and from thence, by the Ruſſian merchants, by a long and circuitous land carriage to Pekin.

Secondly. The commercial connection between Great Britain and China.

Thirdly. The commerce between foreign nations with the country powers in India and China.

It is not neceſſary for me, were it in my power, to deſcribe the vaſt extent of the Chineſe Empire, and the ſtate of its prodigious population. It is ſufficient to obſerve that ſuch a country, and ſuch a people, would form a commercial alliance of the firſt magnitude with Great Britain. The Engliſh certainly enjoy the far greater part of the import trade at Canton; but the whole European commerce, which, of courſe, involves our own, labours beneath very oppreſſive and encreaſing diſadvantages. Nor can I underſtand upon what principle of ſound policy we continue to ſubmit to the will and pleaſure of the Chineſe government, in our commercial concerns with it.

If we were to form our opinions of the general character of the inhabitants of China from thoſe who inhabit the banks of the Canton River, it would be doing them a great injuſtice. A trading ſea-port, which offers little or no other communication than with Cuſtom-houſe officers, brokers, and the inferior rank of tradeſmen, does not qualify the voyager to judge of the nation to which it belongs; but, forming our opinion from thoſe who have had opportunities of viſiting the interior parts of China, we are diſpoſed to believe that the Chineſe are a liberal, enlightened and poliſhed people, and that they profeſs themſelves of ſuch a character. It cannot therefore be ſuppoſed, if an Ambaſſador was ſent to China from this country, with all the appropriate accompanyments of ſuch a character, that he would not be received with ſuitable reſpect and dignity.

Various are the oppreſſions which afflict our commerce with this part of the Eaſt, and it would require, perhaps, conſummate ſkill in the arts of negociation, as well as a complete knowledge of the commercial hiſtory of China, and of the temper of the people, to bring any liberal arrangement of commerce between the two nations to a concluſion. The Chineſe are well acquainted with the power of Great Britain, and they regard it with very conſiderable apprehenſion. I relate it as an incontrovertible fact, that the Hoppo or Vice-Roy of Canton, in the year 1789, in his uſual information to the Court at

Pekin, tranſmitted a falſe account of the European ſhipping at his port. The encreaſing number of them, particularly thoſe of the Engliſh nation, was rather an alarming circumſtance to the miniſterial officers at Canton; and had the Emperor been informed of it, they would have been ſubject to his diſpleaſure, from the ſuppoſed danger of ſuffering ſuch an aſſemblage of foreign veſſels. But they huſhed their own fears, and ſatisfied their patriotic ſcruples, by remitting the uſual revenues ariſing from foreign trade to the Royal treaſury, and conſigning the encreaſed collection of duties to their own coffers.

At this port, as if it were contrived to ſhackle and oppreſs the European commerce, every tranſaction, of a commercial nature, comes under the juriſdiction of a body of merchants, conſiſting of eleven perſons, or more, who are named the Hung, or the Houang.

On the arrival of a ſhip at Canton, one of theſe merchants is appointed to conduct all her commercial concerns. He is then termed the ſecurity merchant, and every trading tranſaction, relative to the veſſel over which he is placed, entirely depends upon his controuling pleaſure.—With this extraordinary authority, he poſſeſſes the power of arranging the trade of the cargo which he ſuperintends, in any ſhape that may beſt anſwer his private advantage. If, therefore, it ſhould appear to be his intereſt to prevent the imported articles from coming to an equitable market, he will, by no means, conſider the importer, but himſelf. For the native who wants to buy, and the ſtranger who wants to ſell, can have no communication with each other.—It is this ſtrange oppreſſive, intermediate official merchant, who acts for both, and to whoſe arbitrary dictates both muſt ſubmit, without any means of reviſion or of appeal. While this ſet of men remain in their preſent ſtate of power, the imports can never come to a fair market, or the exports be reduced by competition to an equal ſtandard.

The greater as well as inferior Mandarins or Cuſtom-houſe officers, ſubject the Houang merchants, in their turns, to heavy impoſitions, for which the latter reimburſe themſelves, by levying contributions on the European commerce.

All goods entered at Canton pay a very exorbitant duty in the firſt inſtance;—and if their owner ſhould exerciſe the power which he has of objecting to the Houang merchant's price, he nevertheleſs cannot re-embark a ſingle article of them: as merchandize once landed at the port of Canton, can never be removed from thence, but by the native trader who may purchaſe it. A greater check on the ſpirit of commerce cannot be well conceived than ſuch a tyrannical regulation.

The duties, at this port, have long been in a ſtate of progreſſive encreaſe, and have, within theſe few years, advanced to 50 *per* cent.—The actual amount of them being no longer paid into the Royal treaſury, for the reaſons already mentioned, the Mandarins are become more and more avaricious, in proportion as the revenue from the duties encreaſes; and, as they are impoſed at the pleaſure of the Hoppo or Vice-Roy, he contrives to accumulate an immenſe fortune during his adminiſtration; which, however, he is obliged to ſhare, in ſome degree, with the miniſters at Pekin, in order to prevent a diſcovery of his extortions on the Europeans at Canton.

All ſhips on their firſt arrival, pay a certain meaſurement, which is calculated by their tonnage, amounting to an heavy ſum, and, within a few years, has been greatly augmented. A ſhip belonging to the Eaſt India Company, pays, I believe, from £.800 to £.1200. All goods muſt be conveyed on ſhore by the boats of the country, ſo that continual robberies are committed on the cargoes ſent for the ſhip to Canton, which is diſtant about fourteen miles; and ſtrange as it may ſeem, no remedy is to be found, or puniſhment inflicted upon ſuch open injuſtice. The Houang man is the only perſon to whom an

European

European has acceſs; ſo that the Foreign merchant is left entirely to the mercy of an agent whoſe intereſt it is to oppreſs him the moſt.

All Europeans are prohibited from entering the city of Canton; and if any ſhould perſiſt in paying it a clandeſtine viſit, as ſome have done, they are ſeverely bambooed and turned back again. The Chineſe call an European a Fanqui.

It muſt, however, be obſerved, that the idea of the Houang merchants being ſecurity for each other, is entirely fallacious;—for theſe commercial guardians are ſometimes known to become bankrupts, and many Europeans have ſuffered ſeverely by the failure of them. I have ſome reaſon to imagine, that the debts due to Britiſh merchants, and on which account Captain Panton in the Race-horſe, was ſent to Canton, are not yet liquidated; and which, being incurred by the failure of a very conſiderable Houang merchant, evidently proves that this body of men are not ſecurity for each other. This debt amounted to ſome hundred thouſand pounds, part of which has been paid by inſtallments, which have been in a courſe of payment for the ſpace of ten years, without intereſt.—This money has, however, in fact been paid by the Europeans themſelves; as, in order to diſcharge the debt, an additional duty has been laid on all European articles, which ſtill continues: and as Great Britain poſſeſſes by far the greateſt ſhare of the China trade, ſhe ſuffers proportionably in theſe heavy and accumulating impoſitions.

This embaſſy did not greatly enhance the conſequence of the Engliſh nation in the opinion of the Chineſe.—Lord Anſon and Captain Panton ſtood in a very different view of reſpect and importance,—not that I mean to be underſtood as if the latter gentleman was deficient in any of thoſe requiſites which could give conſequence or effect to his commiſſion; on the contrary, he poſſeſſed them all,—but he was not, by any means, properly ſupported, or clothed with

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1. A Chinese Galley of War.
2. Forts that guard the entrance of the River.

A View of the entrance of the Bocca Tigris, leading to Canton.

J. Sanders Aqua.a fec.t

3. Chinese Sampans or Fishing Boats.
4. A Ship outward bound proceeding through the entr.e

T. Parry Esq. del.

J. Sanders Aquat. fec.

View of Tiger Island, situated in the River of Bocca Tigris, named by the Chinese Tai'loc Tow.

1. *A Chinese Chop Boat that conveys Goods from Canton to the European Shipping.*

with that official conſequence, neceſſary to impreſs the China people with a due reſpect for, and awe of the country from which he came.

It is indeed a very evident, as well as mortifying proof, that the Engliſh name does not poſſeſs that conſequence with the Chineſe, which it merits in every country and corner of the globe, from their conduct towards the Eaſt India Company's ſervants, who conſtantly remove to the Portugueſe city of Macao for ſeveral months of the year.

In the ſeaſon of 1789, on the arrival of the Company's ſhip in China, it became neceſſary for the ſupercargoes to remove, as uſual, to Canton; on which the accuſtomed application was made to the Chineſe for the common formality of permiſſion.—This was, however, peremptorily refuſed, on the pretence that this application ſhould be made through the Portugueſe, who refuſed to exert themſelves; and thereby the Portugueſe governor of Macao had the power of throwing very conſiderable impediments in the way of the Britiſh commerce. This diſagreeable buſineſs was, however, at length ſettled, but not without conſiderable delay, and, in all probability, ſome extortion.—But during this oppreſſive interval, the valuable ſhips of the Eaſt India Company lay at anchor in the Bocca Tigris, or at Wampoa, as they arrived, and without being able to procure the uſual refreſhments. Indeed the enormous ſums conſtantly paid for the removal of the Company's ſervants to and from Canton, from whence they are forced by the Chineſe, is not only a great commercial enormity, but a degrading compliance on the part of Great Britain.

The Portugueſe alſo, in this diſtant ſettlement, aſſume a language and conduct to Britiſh ſubjects, which cannot be at all reconciled with the comparative ſtate of the ſtrength, power and importance of their reſpective nations.—It is no uncommon thing at Macao, for the Company's ſervants to be impriſoned and otherwiſe ill-treated on the ſlighteſt pretences, and obliged to practiſe ſubmiſſions which the ſervile avarice of commerce can alone induce them to ſuffer, while it ſilences the reſentment of thoſe who employ them.

From

From all theſe circumſtances the concluſion is at once forcible and evident,—that the trade between Great Britain and China ſhould be arranged on an equal and reſpectable eſtabliſhment.—Nor, if the proper means were employed, would ſuch a deſirable object be ſo difficult to accompliſh as is generally imagined.

It is not to be ſuppoſed that the infant trade of the North Weſt Coaſt of America to China eſcaped thoſe depreſſing arrangements which narrow the advantages and diſgrace the ſpirit of the long eſtabliſhed and ſuperior channels of commerce with this part of the Eaſtern world.—We felt and execrated the inconveniences of them; but ſtill a proſpect of conſiderable advantage unfolds itſelf to the views of a liberated commerce, which would juſtify any encouragement from this country.

No communication had as yet taken place between the Ruſſian Kamſchadale and Siberian Provinces with China, but by land; and that intercourſe having been interrupted for many years, in conſequence of diſputes which aroſe, and have never been ſettled between the courts of Peterſburg and Pekin,—it became a matter of contemplation to have connected, in a great degree, the commerce of the North Weſt Coaſt of America and theſe provinces with that of China and Japan.—If ſuch a project had been carried into effect, it would have produced very beneficial conſequences to this country; as her manufactures, inſtead of being ſent through the empire of Ruſſia, by way of Peterſburg, and from thence into Siberia and Kiaſcha, would have been imported immediately by ſea, and the furs of thoſe countries received in barter; which, with the North Weſt American furs, would have been ſold at Canton, and the proceeds, from the natural channels of commerce, paid without compunction into the Engliſh treaſury there, which would tend to leſſen the exports of bullion from this country.

By this trade, Great Britain might have encreaſed her exports of broad cloth, coarſe woollens, cottons, linens, hardware, and her tin and copper in all

all the variety of articles into which thoſe metals are manufactured; for which would be received, as before obſerved, furs of all the various and valuable kinds with which that part of the world abounds. The quantity of exports muſt have been very conſiderable to ſupply the Ruſſian provinces; and ſupplying them by this mode would prove the means of beating out of the market thoſe French woollens and ironmongery with which it is now ſupplied;—as it cannot be ſuppoſed that the inhabitants would not prefer the ſolid and laſting manufactures of England to the ſlight cloths and brittle hardwares of France.

The conſideration of this part of the Northern commerce naturally forces upon our attention the neceſſity of opening the Northern provinces of China, as well as the kingdom of Japan, in order to extend this chain of commercial intercourſe. Such an arrangement would open an inſtant and extenſive channel for Britiſh manufactures, particularly thoſe of tin and copper, more eſpecially the former; the exports of which being of the firſt importance to this country, we conſider as a ſubject that demands a diſtinct diſcuſſion, which it will receive in the ſucceeding part of theſe obſervations.

The preſent excluſion of the European nations from all the ports of the Chineſe empire, except Canton, is a ſerious diſadvantage to Great Britain.—While from the arbitrary regulations of the Chineſe government reſpecting European commerce, our exports, beſides the heavy duties to which they are ſubject, are taken by the purchaſers at a price fixed by themſelves. The ſame tyrannical and diſhoneſt principle operates to enhance the price of every article we receive in return, and is the cauſe that ſo much bad tea is imported into this country.

It would be equally idle and impertinent to obſerve on the prevailing habits of all ranks of Britiſh ſubjects for the beverage produced by this oriental plant. It has long ceaſed to be a luxury among the great; and is become a

kind of neceſſary of life even among the poor.—Though produced in the moſt diſtant quarter of the globe, its uſe is ſo naturalized to this country, as to be an article of general conſumption, and productive of a very conſiderable public revenue*.

If, therefore, it is a national object to procure the teas and manufactures of China of better qualities and at a cheaper rate,—ſome method ſhould be deviſed by the Britiſh government to procure the Northern ports of that country to be opened to us, as well as to emancipate our trade from the vexatious bondage beneath which it groans in the only Chineſe port which our ſhips are allowed to enter. To effect this,—and I have not the leaſt doubt but it might be effected,—it is humbly ſubmitted, whether it might not be proper to ſend an embaſſy directly to Pekin, with ſuch a degree of conſequence and ſplendour attached to it, as becomes the repreſentative of a Britiſh monarch bearing his credentials to the ſplendid court of a great Oriental ſovereign.

The opening the door of theſe ports, by encreaſing and improving the means of communication between the two countries, would produce the greateſt advantages to each; and, without enumerating the particular benefits which would be derived to our own, I ſhall juſt obſerve, that by the exports of our tin alone, commerce would add an artificial mine of national wealth to thoſe which nature has already beſtowed on Great Britain. In conſequence of ſuch an arrangement, the hitherto little known, but poliſhed and wealthy kingdom of Corea,

* This herb, which is ſuppoſed to poſſeſs qualities of a pernicious tendency by many medical writers, is, on the contrary, conſidered in China as replete with medicinal virtues. Its uſe in the country where it grows is univerſal and continual; and a doubt of its ſalutary nature, would be treated there, as ariſing from the moſt inveterate folly, or the groſſeſt ignorance.—An inhabitant of China will tell you, that it braces the nerves,—invigorates their tone,—ſtrengthens the ſtomach, and relieves depreſſion.—It ſhould, however, be obſerved, that the black teas only are in general uſe among the Chineſe; and that the green and bloom teas are in a great degree, if not altogether, manufactured for foreign markets.

Corea, would be open to the Britiſh adventurer: and, independent of the empire of Japan, we know not how to expreſs our idea of the vaſt and inexhauſtible ſources of commercial advantage that would be gained by purſuing the ſyſtem which is the object of this memoir to ſuggeſt and to recommend.

The fineſt teas are produced by the Northern provinces;—we ſhould therefore receive them from thence free from that adulteration which the avarice of the Houang merchant not only allows but encourages.——The raw ſilk of thoſe countries would alſo come to our market of the fineſt quality.

The kingdom of Corea would receive, and eagerly receive, the ſame manufactures as China, with this important addition,—that in ſo cold a climate, they would have our woollens directly from ourſelves, inſtead of the light French cloths which make their way to them by the circuitous route of Pekin from Ruſſia, or more immediately from Canton. But on account of the very high price of woollen goods, occaſioned by the expenſive mode of importing them, theſe people have recourſe to thick printed cottons, which, after all, are by no means ſufficient to protect them from the ſeverity of their winters. This country produces the fineſt tea, but no ſilk. The Coreans receive it however from China, and return it thither to great advantage, worked up into ſilks and damaſks, of a very fine and rich fabric. It is here alſo that the curious ſailing waggon is to be ſeen, which is a very ſerviceable machine in the low and marſhy grounds towards the Corean ſea.

The empire of Japan may be conſidered as a ſource of commerce diſtinct from that of China; but it is, nevertheleſs, open to the ſame ſpirit of commercial adventure,—contains ſimilar reſources, and promiſes to be a moſt profitable mart for Britiſh manufactures. The communication which one of the ſhips captured by the Spaniards at Nootka Sound, had with this country, in her voyage to the North Weſt Coaſt of America, proves, in the fulleſt manner, that the inhabitants would gladly enter into a trading intercourſe with us. It was, indeed,

intended to have ſent a ſhip from Canton in the preſent year 1790, had not the North Weſtern commerce been interrupted, and for a time, at leaſt, deſtroyed by the ſhips of his Catholic Majeſty. From very reſpectable authority we are aſſured, that furs ſell there at an immenſe price, while the country, climate, and inhabitants will warrant a more than probable conjecture, that ſuch a commercial intercourſe would prove highly advantageous to this kingdom.

China exports thither a few broad cloths, ſilks, cottons, ſugar, hardware, furs, and tin in blocks, which fetches there almoſt the price of ſilver, as they uſe it not only for all culinary purpoſes, but to form thoſe veſſels and ornaments which they employ in their religious ceremonies.—In return for theſe articles, the Chineſe receive gold, fine teas, and pure copper. But, upon the whole, the trade is not very conſiderable between theſe countries.

It is well known that the only European nation which enjoys a commercial connection with the Japaneſe, are the Dutch. Four Dutch ſhips are annually diſpatched thither from Batavia, and each of them pays an hundred thouſand dollars for the privilege of this profitable traffic; of which a very adequate idea may be formed, when it will bear the previous import of ſuch an enormous ſum.—The Dutch are too ſenſible of the advantages of this monopoly, not to clothe the whole in all poſſible ſecrecy, or to colour it with every kind of fallacious deſcription. But however ignorant we may be of their particular imports, exports, and mode of trade, we cannot but know that it is extremely advantageous to them, and would, conſequently, prove of equal, if not ſuperior benefit to us.——It may not be improper to add, that there is every reaſon to ſuppoſe the navigation to and from Japan to be a very ſafe one, when undertaken at particular ſeaſons.

The Chineſe alſo engage in a traffic between the Philippines and Japan in the South. They import from the former wrought ſilks, gold, copper, and iron; and

and carry to the latter, ſpices, pepper, ſilver, and ſugar.—This trade is very profitable to themſelves, and extremely detrimental to the ſubjects of Spain.

If a Britiſh ſettlement could be eſtabliſhed on one of the Southernmoſt of the Corean iſles, it would facilitate the intercourſe between Great Britain and theſe parts of the globe.—Nor would the difficulty of compleating ſuch a plan occaſion any uncommon riſk, or demand more than common exertions; as we are given to underſtand that the natives are a mild, humane, and poliſhed race of people, who would not heſitate to give the Britiſh voyager a moſt welcome reception. The practicability of ſuch a colony, need not require any other argument, when it is known that on the Northernmoſt of theſe iſlands the Ruſſians have formed a ſettlement.

Beſides the general Britiſh exports,—to which advantageous circumſtance we are ſo continually obliged to recur,—the opening theſe channels would give new ſtability to the fur-trade, and enable us to annihilate, in a great meaſure, this profitable branch of the Ruſſian commerce. The Ruſſian ſettlements on Cook's River, down the Coaſt of America to the Southward, and on that chain of iſlands called the Fox Iſlands, for the ſole purpoſe of collecting furs, together with the encouragement given by the Empreſs Catherine to all adventurers in, as well as the protection ſhe holds forth to merchants who regularly proſecute the trade between China and her dominions, by way of Kiaſcha, as ſet forth with equal accuracy and ability by Mr. Cox, in his account of the Ruſſian diſcoveries, are circumſtances which diſcover, in the fulleſt manner, the opinion which the court of Peterſburg entertains of this commerce.—One branch of this trade,—the ſupplying China with the Canadian or Hudſon's Bay furs,—we hope is already removed to this country, and that they will no longer find their way thither by the intermediate aid of the Ruſſian merchants.

It

It may be ſaid, without any fear of contradiction, that this advantage has been obtained by the importation of the North Weſt American furs into Canton: and there can be as little doubt that the continuance of ſuch imports will ſerve to augment it.—The reputation of the ſea-otter skins brought no inconſiderable body of the Northern Chineſe and Pekin merchants to Canton, a port which they had never before viſited, and at the diſtance of near one thouſand miles from the places of their reſidence.—Yet notwithſtanding the length of this commercial journey, they found it anſwer to their entire ſatisfaction, from being able to obtain the ſame ſpecies of furs which they had been accuſtomed to purchaſe at Kiaſcha, at a price ſo much below the uſual rate of that market. They arrived at Canton laden with teas, ſilk and ivory; and took back in return, furs and broad-cloths.—The cloths imported by the Eaſt India Company, were diſtinguiſhed by their particular preference and admiration; nor did they heſitate to acknowledge their great ſuperiority over any woollens they had ever received by the way of Kiaſcha.

Furs form the principal and favourite dreſs of the inhabitants of the Northern provinces of China; and thoſe of the rareſt kind and the higheſt prices are eagerly purchaſed by them.—From five hundred to a thouſand dollars, and even a larger ſum, are frequently given for a ſingle ſuit of this precious cloathing.

The skin of the ſea-otter, from the thickneſs of its pile and the length of its fur, forms too cumberſome an habiliment for the people of the Southern provinces; they prefer, in general, the Canadian and Hudſon's Bay furs; but ſtill, ſuch as can afford it, ſeldom fail of having a cape of the ſea-otter's skin to their coats, though perhaps at the extravagant price of ſix dollars.—On conſidering, therefore, the prodigious population of China, and ſuppoſing the fur trade to be carried on under proper regulations, the inaccuracy of an opinion, which has been advanced with ſome degree of plauſibility, that the Chineſe market may be overſtocked both with Canadian, Hudſon's Bay, and the North

Weſt American furs, muſt appear evident to the moſt tranſient reflection.—On the contrary, it is our decided opinion, that the ſea-otter skins which have been imported to China, ſince the commencement of the North Weſt American trade, have not proved ſufficient to anſwer the demands of the ſingle province of Canton.—Even there, the cold will often render a fur dreſs neceſſary; more particularly as the Chineſe are minutely attentive in proportioning their cloathing to the temperature of the moment, whatever it may be; and frequently, in the courſe of the ſame day, add to or diminiſh the number or warmth of their garments, as from the varying circumſtances of the atmoſphere, &c. the air may demand a cooler or a warmer covering.

Having thus ſtated ſuch information concerning the commerce of the North Weſt Coaſt of America and the Northern parts of China, as well as the relative trade of Ruſſia, as has been obtained by our experience and enquiries, we ſhall proceed to ſtate a few particular circumſtances relative to the foreign commerce of Canton and the country trade.

The following is a Liſt of the ſhips of different nations in the River of Canton, in the year 1789; which will give a very preciſe idea of the preſent ſuperiority of the Britiſh trade over that of all other European nations.

LIST *of Ships belonging to the Engliſh Eaſt India Company, at Wampoa.*

SHIPS NAMES.	COMMANDERS.	SHIPS NAMES.	COMMANDERS.
Ganges — —	Joſeph Garnault	Walpole —	Henry Churchill
Middleſex —	John Rogers	Europa —	Auguſtus Joſeph Applegarth.
Earl Mansfield —	Brodie Hepworth	Thetis —	Juſtinian Nutt
King George —	John Sherwood	Ocean —	James Todd
Laſcelles —	Richard Atherton Farrington	General Elliot —	Robert Drummond
Valentine —	John Lewis	Warley —	Henry Wilſon
Nottingham —	Archibald Anderſon	Fort William —	George Simpſon
Lord Macartney —	James Hay	Duke of Buccleugh —	Thomas Wall
Sulivan —	Robert Pouncy	Britannia —	Edward Cumming
Rockingham —	John Atkinſon Blanchard	Pitt —	Edward Manning
Earl Wycombe —	John William Wood		

Liſt

Liſt of Engliſh Country Ships trading to China, 1789.

From Bombay to China and Bombay.

SHIPS NAMES.	COMMANDERS.
Soliman Shaw	Joſeph M‘ Intoſh
Gangavar	William Robinſon
New Triumph	George Smith
Milford	William Henderſon
Shaw Ardeſeer	Richard Ramſay
Victoria Snow	David Jordan
Boddam	John Anſon Smith
Royal Charlotte	William Watſon
Sullimaney Grab	William Stuart
Cartier	James Naſh
Ganſava	James Jamiſon
General Meadows	Robert Billamore
Hornby	Charles Chriſt. M‘ Intoſh
Carnatic	Francis Simpſon
Shaw Biram	Thomas Meek
Darius	William Maughan
Surat Caſtle	Henry Lowrie
Thamtum Taz But	William Roy
Enterprize	Paul Shercraft
Nancy	Charles Edward Macklow
Clive	John Robertſon
Bombay	James Wilſon
Prince of Wales	James Wilcot
Hindoſtan	Francis Edwards

From Bombay to Surat.

Sultan	James Callender
Fier Reſoal Mucky	George Milford Nelſon
Fiez Allum	John Swaine

From Bengal and the Malay Coaſt to Bengal.

SHIPS NAMES.	COMMANDERS.
Cornwallis	David Cumming
Nonſuch	John Canning
Surprize	John Phillips

From Bengal and the Malay Coaſt to Bombay.

Cheerful	John Elmore

From Bombay to Madras and Bombay.

Yarmouth	Thomas Bruce

From Bombay to Bengal and Bombay.

Britannia Snow	Thomas Hardy

From Madras to Bombay.

Henry	George Galloway

From Bombay to Bengal.

Reſolution	James Watſon

From Bengal and Batavia to Bengal.

Warren Haſtings	Nicholas Cheminant

From Bombay to Pegu and Bengal.

Hibernia	William Tolly

From Bombay and Madras to Bombay.

Indus	William Dixon

From China to the N. W. Coaſt of America.

Argonaut	James Colnett
Princeſs Royal	Thomas Hudſon

A Liſt of Foreign Ships trading to China in 1789:

Dutch.

SHIPS NAMES.	COMMANDERS.
Meeryk	Muller
Delft	Swetman
Chriſteffel Columbus	Pieterſeen
Schagen	Stokbroo
Maria Cornelia	Modderman

French.

Dauphin	Duval Favereub

Daniſh.

King of Denmark	Torſlow

American.

Antony Brig	Richard Proler
Sampſon	Samuel Howell
Maſſachuſetts	Benjamin Carpenter
Aſtrea	James Magee
Union	John Aſhmead

American continued.

SHIPS NAMES.	COMMANDERS.
William and Henry Brig	Benjamin Hodges
Three Siſters ditto	Benjamin Weſt
Federaliſt	Richard Dale
Atlantic	Henry Elkins
Light Horſe	Jacob Nicols
America	Jacob Sarley
Tay	Thomas Randall
Waſhington	Mark Haſkett
Morſe	——— Oriolle
Columbia	Robert Gray

Portugueſe.

Bom Jeſus Alem	Joſo Dias de Souza
Marquis de Anjuga	Coſtodio de Arevedo
Campeles	Antonio de Arayo

The

The advantages which muſt reſult to the manufactures of Great Britain, from the encreaſe of the China trade, is one of thoſe truths whoſe evidence wants no ſupport. Its tendency to encreaſe the nurſery of our marine ſtrength, muſt be acknowledged with equal juſtice. The Engliſh ſhipping at Canton gave employment, on an average, in the year 1789, to near two thouſand officers and ſeamen.

It has indeed been objected, that the very great export of bullion from this country, abſolutely neceſſary to purchaſe the homeward bound inveſtments, is, in fact, a national diſadvantage, which the accompanying exports of our manufactures by no means indemnify. This unfavourable repreſentation of the China commerce, has, I muſt own, too much foundation. But it is well known to have undergone a very conſiderable change in the very point on which thoſe who are diſpoſed to condemn it, reſt their objections. The exports of bullion have been for ſome years, and are now in a gradual ſtate of decreaſe, while the exports of Britiſh manufactures are in a proportionable ſtate of augmentation: and if we add, which ſurely may be done upon the moſt ſatisfactory grounds, the new arrangements in trade of the Canadian and Hudſon's Bay furs, and the added commerce of thoſe of the North Weſt Coaſt of America, we are juſtified in expecting, from the wiſe adminiſtration of the preſent Eaſt India Company, that the period is at no great diſtance when the balance of trade between Great Britain and China may be turned in favour of our own country.

Of our exports to that part of the Eaſt, broad cloths have encreaſed in a very extraordinary proportion, and the Company now ſend thither a very large ſum in that ſtaple article. In 1789, ſeveral thouſand bales were exported by them. The fur merchants who come down from the Northern provinces of China, take off great quantities of this cloth, and it is in an encreaſing demand in every part of that vaſt empire. Camlets, ſhalloons, long ells, &c. with the coarſer woollens, have alſo very conſiderably encreaſed as articles of China trade. Copper may be alſo added to the augmenting exports

from this country to the ſame quarter of the globe. The manner in which the Company have it manufactured, in ſmall bars, gives it an advantageous reſemblance to the Japan copper.

Of this very valuable metal Cornwall produces the fineſt in Europe; and as the Dutch have not lately imported any from Japan, on account of its advanced price, the Eaſt India Company have the ſame proſpect of encreaſing gain from copper as from tin, as they are able to underſell the Japaneſe in their own market.

But a new and very faſhionable article of the China market is tin, which will be found to be annually adding a very important proportion to the exports of the Eaſt India Company. The country at large, and the county of Cornwall in particular, are very much indebted to Mr. George Unwin of the Royal Navy, for the diſcovery and introduction of this valuable branch of the preſent China trade, when he was employed in the Company's ſervice, and which may now be conſidered as a ſtaple article, from whence the Britiſh commerce will derive a very ſolid, and, as I truſt, a laſting advantage. To that gentleman I am particularly indebted for much valuable information on this ſubject; and whatever individual or general advantage proceeds from what I may call this new current of trade, it is to the indefatigable and commercial zeal of Mr. Unwin that Great Britain owes her acknowledgements. It was, indeed, at a critical moment for the county of Cornwall, when this unexpected channel was opened for the conſumption of tin.—The trade for this article was, at this time, on a very rapid decline; the mining pariſhes began to experience the greateſt diſtreſs, and the demand for it in the European markets was greatly decreaſed, on account of the late war, and the riſing troubles of Europe; ſo that in the ſhort ſpace of nine months, tin became reduced one-fifth in value, which was a clear loſs, beſides the attendant inconvenience and diſtreſs, of £.40,000 *per annum* to the county of Cornwall: nor did the future proſpect offer any thing like encouragement or conſolation to that reſpectable body of men who compoſe the

propriety

propriety of the mining eſtates in that valuable province. But the China commerce has revived their hopes, and I truſt will not only re-eſtabliſh the original conſequence of this part of Great Britain, but give it new vigour and encreaſing opulence.

We feel, indeed, the greateſt ſatisfaction, in ſtating our expectations on this ſubject, that we do not proceed merely upon conjectures, however probable, but on facts, as we truſt, deciſive of the returning and encreaſing proſperity of this ancient ſource of Britiſh wealth. During the long period the Eaſt India Company have traded to China, *the* WHOLE *of their exports, including every commercial article*, have not amounted to more than £. 100,000, 'till within the laſt five years; and in that time, the average exports in their ſhips, in *thirteen months*, or two ſeaſons, from Cornwall ALONE, have amounted to 2000 tons of tin, value £. 130,000, beſides her ſhare of copper.

The accounts received from China this ſeaſon, are alſo of the moſt favourable nature, and encourage the India Company to look to very conſiderable advantages from this branch of their exportation. The annual conſumption of tin, at this time, in the China market, is from three to four thouſand tons, ſupplied by the Dutch, in the country trading veſſels and China junks from the Malay Iſlands.—But we truſt ſuch meaſures may be purſued by the proprietors of the tin mines, united, as it were, by a commercial union with the Eaſt India Company, that they may in time, and we hope at no very diſtant period, poſſeſs themſelves of the China market for the excluſive ſale of that valuable metal, which has for ſo many ages formed the principal wealth of their country.

The uſes to which tin is applied in China, are of great variety;—among others, it is become an article of ſuperſtition and religious ceremony, a circumſtance which cannot fail to create a very conſiderable conſumption.—The merchant who buys this metal, re-ſells it to the gold-beaters, who manufacture it into leaf, which they diſpoſe of to the prieſts, who, after the ceremonies of

conſecration, paſte it in pieces on a kind of cartoon paper, near the ſize of a card, and conſign them to ſhops, where they are to be bought in every part of the empire.—At the riſing of the ſun, certain periods of the day, and the cloſe of the evening, the Chineſe are ſeen making what they call *chin, chin,* to their Gods or Joſſes, by burning theſe papers, and making obeiſance to the Weſt; as the devotees are more or leſs ardent, they burn a ſmaller or greater quantity of theſe papers.—The conſumption of tin, therefore, in this article alone, muſt be very great.

The river of Canton is ſuppoſed to be inhabited, if I may ſo expreſs myſelf, by between ſixty and ſeventy thouſand people, who live on the water, all of whom expend their daily quota of theſe paper offerings. The population of China is not within our knowledge, but if we may judge from the calculation juſt related, and which we believe is pretty accurate, the number of inhabitants in the empire at large is ſo great, that there can be but little doubt, if we could get an entire poſſeſſion of the China market, that there would be a ready ſale for all the tin which Cornwall could furniſh for exportation.

The Chineſe alſo poſſeſs the art of extracting ſilver from that metal; and not only employ it in the compoſition of which they make their utenſils for culinary and other domeſtic, as well as manufacturing purpoſes, but alſo in making very large quantities of a white metal called Tutenage, which they export in the country trading veſſels to all parts of India.—It cannot, therefore, be ſuppoſed, that the Eaſt India Company will not give a ſpirited encouragement to the exports of a commodity, which by promoting the intereſts of the county of Cornwall, and encreaſing their own commercial revenues, will add to the general opulence of the nation.

It is not, however, in China alone that tin, under proper regulations, will find an advantageous market.—Bengal will, in future, be able to take off a very conſiderable portion, at a very good price; the demand of that place being

at

at this time, equal to one-fourth of the annual produce of Cornwall, which will be diſperſed through the interior parts of India; and if the Ottoman commerce ſhould be thrown open to us, an added and very conſiderable conſumption of this metal will be the certain conſequence.—Even from Bengal and Bombay, tin has found its way into the Weſtern parts of Perſia; and the exportation of it might be ſtill further promoted, from the communication we have with that country by way of Surat.—And within theſe three years, Corniſh tin, which had been carried from England to Turkey, notwithſtanding the heavy duties with which it was charged in paſſing through the Grand Seignior's dominions, was ſeen ſelling as a favourite article of ſale at an auction of the public caravans.—Indeed it is well known that the greater part of the Aſiatic nations are as well acquainted with the value of this precious commodity of our country as the natives of China.

The Chineſe have uſually received their tin by the Engliſh and Dutch country ſhips, and ſome ſmall quantities by their own junks; and though the opium of Bengal leſſened the quantity of bullion which muſt otherwiſe have been exported from thence to the Malayan nation, for the purchaſe of this eſſential commodity; yet ſtill there remained a conſiderable balance againſt the European ſettlements in this branch of their commerce.—It ſhould alſo be obſerved that the Malayans do not work their mines, but leave that important buſineſs, as well as the refining of the ore, to Chineſe ſettlers among them.

The Dutch Eaſt India Company contrive, with the mercantile ſagacity of their nation, to derive a very conſiderable revenue from this article. The ſultan of Banee, who reſides at Balam-bangan, on the iſland of Sumatra, and is within ſight of the former place, is obliged to furniſh them with ſo many hundred tons of tin, at a low rate, which is freighted to Batavia in ſmall veſſels, and from thence tranſported to China in their ſhips, where it meets with a profitable ſale, and ſaves the loſing export of bullion.

Many objections have been raiſed to the exportation of tin to China from certain prejudices ſuppoſed to be entertained by the Chineſe againſt the Corniſh tin, on account of its not being found ſo malleable as that obtained from the Malayans.—Actuated by a moſt laudable zeal for the particular intereſts of the county of Cornwall, as well as for the general extenſion of the Britiſh commerce, Mr. Unwin undertook to examine into the foundation of theſe objections, and accordingly made repeated experiments on the comparative excellence of the Britiſh and Malayan tin; when it appears by the certificates of the workmen employed, as well as the tin leaf in that gentleman's poſſeſſion, that the produce of Cornwall is equal, if not ſuperior, in every reſpect, to that of the Malayans. — Of this he gave a convincing proof, by having beaten a pound of the former to a quantity of leaf ſufficient to cover thirty-five ſquare yards. In conſequence of his experiments, the Eaſt India Company not only ſent out the laſt ſeaſon, ſeveral books of the Britiſh tin-leaf, as ſpecimens, to China and their ſettlements in India, but a proper quantity of the metal itſelf, in order to give the utmoſt encouragement in their power to the exportation of tin from this country.

The export of bullion has been a moſt grievous burthen on our Oriental commerce, and it is the firſt duty of thoſe who are engaged in the adminiſtration of it, to diminiſh, and if poſſible, to annihilate ſuch an anti-commercial oppreſſion.—The former might be accompliſhed, indeed, by narrowing the preſent extent of the China commerce;—but here the remedy would be worſe than the diſeaſe; as by leſſening the importation of tea, now become almoſt a neceſſary of life among all claſſes of people in this country, it would re-open the door ſo wiſely ſhut againſt the ſmuggling of that article, and introduce, inſtead of the wholeſome produce of China, thoſe adulterated teas which are equally injurious to the revenues of the country, as they are prejudicial to the health of its inhabitants. The latter is only to be obtained by thoſe meaſures which will force our manufactures and produce into China and other parts of the Eaſt; nor have we the leaſt doubt, but that if they were once received,

the export of bullion thither,—that miſchief of our Oriental trade,—would, in a ſhort time, be greatly counteracted, and perhaps entirely ſuppreſſed.

Theſe are objects which it will not ſurely be conſidered as preſumption in us to recommend to the ſerious conſideration of the legiſlature, and as we ſhould hope, to be followed up by the active exertions of the grand commercial ſpirit of this country. They would heighten the flouriſhing ſtate of our manufactures,—give added ſtrength to our maritime power,—and which is no trifling concern, though it may not be a ſubject of general conſideration, reſtore proſperity to the county of Cornwall, which it is not only the intereſt, but eſſential to the honour of England to maintain, as that corner of her territory was, as it were, the cradle of her infant commerce; and from whence ſhe firſt derived, at the diſtance of many ages, a commercial character among the nations of the world.*

I ſhall only add, as it ſeems to be a link in that chain of commerce which it is the office of theſe pages, however imperfectly, to enforce,—that Providence, by permitting Great Britain to make a diſcovery of the Sandwich Iſles, ſeems to have intended that they ſhould become a part of herſelf.—The ſituation, climate, and produce of theſe iſlands, may be made to anſwer very important commercial purpoſes; beſides, the inhabitants are a brave and generous race of people, ſuſceptible of the higheſt mental cultivation, and worthy of ſharing, as they are already ambitious to ſhare, the fate enjoyed by Britiſh ſubjects.—The well directed induſtry, and aſſured fidelity of half a million of people, would ſurely add to the grandeur and proſperity of the Britiſh Empire.

* I ſhall not enlarge further on the ſubject of tin at this time; but I flatter myſelf, with the aſſiſtance of Mr. Donnithorne, the public agent for the county of Cornwall, whoſe zeal and abilities in the ſervice of it are ſo juſtly acknowledged, and his friend Mr. Unwin, to whoſe commercial information, and indefatigable attention, that county is under ſuch very peculiar obligations, I ſhall ſhortly be enabled to make ſome propoſals to the gentlemen of Cornwall reſpecting this valuable branch of commerce, which may not be deemed altogether unworthy their attention.

E R R A T A.

In the INTRODUCTORY VOYAGE, page 27, line 3 of the note, *for* 500lbs. *read* 80lbs.

Page 164, line 13, *for* us diſcover, *read* for us to diſcover.

172, line 24, *for* be *read* by.

173, line 16, *for* 30th July, *read* 13th July.

187, line 7, *for* reaſon ſuppoſe, *read* reaſon to ſuppoſe.

201, line 12, *for* as far our power, *read* as far as our power.

303, line 21, June 8, *for* latitude 56° 20′, *read* 56° 26′.

304, line 8, *for* June 10th *read* 9th.

—— line 17, *for* 205° 36′ Eaſt longitude on the 11th, *read* 205° 1′ 36″ on the 10th.

—— line 22, *for* the 12th *read* the 11th; and *for* latitude 56° 48′ on the 12th, *read* on the 11th.

305, line 18, *for* the 13th, *read* the 12th.

306, line 2, *for* 14th, *read* 13th.

——, line 22, *for* 16th, *read* 15*th*.

307, line 2, *for* 17th, *read* 16th.

322, line 2, the 4th of Auguſt omitted, and that miſtake continued to the 13th.

—— line 9, *for* Tianna's Bay, *read* Tianna's Roads.

325, line 21, *for* 59° 19′ N. *read* 56° 19′ N.

355, line 15, *for* 19° 4′ N. *read* 19° 41′ N.

356, line 12, *for* 30° 21′, *read* 20° 21′.

*** *The Ships latitudes and longitudes read as they were kept by the Reckoning; but in the* CHARTS *as they were inferred by* CORRECT OBSERVATIONS *and the lunar method of finding the longitude at ſea.*

VOYAGES

VOYAGES

TO THE

NORTH WEST COAST OF AMERICA,

IN THE YEARS 1788 AND 1789, &c.

CHAP. I.

Preparations for the Voyage.—TIANNA, *a Prince of the Iſland* ATOOI, *and other Natives of the* SANDWICH ISLES *embark.*—*Character of* TIANNA.—*Complement of the Crew of both Ships.*—*Quantity of Cattle*, &c. *embarked for the* SANDWICH ISLES.—*Departure of the* FELICE *and* IPHIGENIA *from China.*

IN the month of January 1788, in conjunction with ſeveral Britiſh merchants reſident in India, I purchaſed and fitted out two veſſels, named the Felice and the Iphigenia: the former was of 230 tons burthen, and the latter of 200. They were calculated, in every reſpect, for their deſtined voyage, being good ſailors, copper-bottomed, and built with ſufficient ſtrength to reſiſt the tempeſtuous weather ſo much to be apprehended in the Northern Pacific Ocean, during the winter ſeaſon. 1788. JANUARY.

1788. JANUARY. It was originally intended that they ſhould have ſailed from China the beginning of the ſeaſon, but the difficulty of procuring a ſufficient quantity of ſtores neceſſary for the voyage, delayed the ſhips till the 20th of this month, when they were completely equipped and ready for ſea.

One of the ſhips was deſtined to remain out a much longer time than the other. It was intended, that at the cloſe of the autumn of this year, ſhe ſhould quit the coaſt of America, and ſteer to the Sandwich Iſlands, for the purpoſe of wintering there; ſhe was then to return to America, in order to meet her conſort from China, with a ſupply of neceſſary ſtores and refreſhments, ſufficient for the eſtabliſhing factories, and extending the plan of commerce in which we had engaged.

The crews of theſe ſhips conſiſted of Europeans and China-men, with a larger proportion of the former. The Chineſe were, on this occaſion, ſhipped as an experiment:—they have been generally eſteemed an hardy, and induſtrious, as well as ingenious race of people; they live on fiſh and rice, and, requiring but low wages, it was a matter alſo of œconomical conſideration to employ them; and during the whole of the voyage there was every reaſon to be ſatisfied with their ſervices.—If hereafter trading poſts ſhould be eſtabliſhed on the American coaſt, a colony of theſe men would be a very important acquiſition.

The command of the Iphigenia was given to Mr. Douglas, an officer of conſiderable merit, who was well acquainted with the coaſt of America, and, on that account, was the moſt proper perſon to be entruſted with the charge of conducting this commercial expedition. The crew contained artificers of various denominations, among whom were Chineſe ſmiths and carpenters, as well as European artizans; forming, in the whole, a complement of forty men.

The

The crew of the Felice was compoſed of the ſame uſeful and neceſſary claſſes of people, and amounted to fifty men:—this ſhip was commanded by myſelf. 1778. JANUARY

A much greater number of Chineſe ſolicited to enter into this ſervice than could be received; and ſo far did the ſpirit of enterprize influence them, that thoſe we were under the neceſſity of refuſing, gave the moſt unequivocal marks of mortification and diſappointment.—From the many who offered themſelves, fifty were ſelected, as fully ſufficient for the purpoſes of the voyage: they were, as has been already obſerved, chiefly handicraft-men, of various kinds, with a ſmall proportion of ſailors who had been uſed to the junks which navigate every part of the Chineſe ſeas.

In a voyage of ſo long continuance, and ſuch various climates, very ſerious and natural apprehenſions were entertained of the inconveniencies and dangers ariſing from the ſcurvy, that cruel ſcourge of maritime life. Every precaution therefore that humanity or experience could ſuggeſt, was taken to prevent its approach, to leſſen its violence, and effect its cure: large quantities of molaſſes, with ſufficient proportions of tea, ſugar, and every other article that might contribute to theſe ſalutary ends, were carefully provided. Each veſſel carried near five months water, allowing one gallon per day for each perſon on board, a plentiful ſupply of which being one of the moſt effectual preventives of this diſorder. Warm cloathing of every kind was provided for the crews, as well Chineſe as Europeans: In ſhort, every thing was procured that China produced, to render both veſſels as complete as poſſible, and to enſure, as far as human means could be exerted, ſucceſs to the voyage, and comfort to every denomination of people who were employed in it.

1788. JANUARY. Among other objects of this voyage there was one, at leaſt, of the moſt diſintereſted nature, and the pureſt ſatisfaction; and that was to take back, to their reſpective homes, thoſe people who had been brought from America and the Sandwich Iſlands. A certain number of cattle and other uſeful animals were purchaſed and taken on board, for the purpoſe of being put on ſhore at thoſe places where they might add to the comfort of the inhabitants, or promiſe to ſupply the future navigator, of our own, or any other country, with the neceſſary refreſhments.

In fulfilling this pleaſing duty to theſe children of nature, whom a curious ſpirit and an unſuſpecting character had led to ſuch a diſtance from their native country, a very marked attention was paid to Tianna, a prince of the iſland of Atooi, a chief of illuſtrious birth and high rank, who, in the year 1787, was carried by me to China, and who now afforded us the pleaſure of reſtoring him to his country and his kindred, with a mind enlarged by the new ſcenes and pictures of life which he had beheld, and in the poſſeſſion of various articles of uſeful application, or comparative magnificence, which would render him the richeſt inhabitant of his native iſlands.

Mr. Cox, a commercial gentleman reſident in China, was among thoſe whom Tianna regarded with that warm eſteem which repeated kindneſs never fails to excite in a grateful mind: and it would not be doing juſtice to this amiable Indian, if he were not repreſented as poſſeſſing many of thoſe ſentiments which do honour to the moſt cultivated underſtanding. Mr. Cox not only manifeſted a general intereſt in the honour and happineſs of Tianna's future life, by the generous conſignment of a conſiderable quantity of live cattle and other animals to the iſland of Atooi, but, with the moſt attentive humanity, deſired even to indulge his unreflecting fancy,

Tianna, a Prince of Atooi,

One of the Sandwich Islands.

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fancy, by appropriating a ſum of money to be expended as his own untutored choice or wayward preference ſhould direct. This kind arrangement was, however, neceſſarily ſet aſide; and the imperfect judgment of the chief ſupplied by the better ſuggeſtions of his European friends; who directed the expenditure of the allotted ſum, to procure him thoſe comforts and advantages which might laſt during his life, and tend to the improvement of his nation, inſtead of gratifying the momentary whim for thoſe objects, which he himſelf might, at a future period, perhaps, learn to deſpiſe. 1788. JANUARY.

The time that could be ſpared from the equipment of the ſhips, was, in a great meaſure, dedicated to this amiable chief, who was with difficulty made to conceive the information that he was ſo ſoon to embark for his own iſlands; from whence, all the wonders of the new world to which he had been introduced, were not ſufficient to ſeparate his affections. The love of his country, a principle which ſeems to be inherent in the human mind, in every ſtate, and under every clime, operated forcibly upon him.—Thoſe domeſtic affections which are the ſupport of all ſociety, as well as the univerſal ſource of happineſs; and that parental ſenſibility which, in a greater or leſs degree, influences all animated nature, from the higher order of man to the inferior claſſes of the animal world, did not loſe their energies in the breaſt of Tianna. His reflection had often ſickened at the thought of his family and his country; and the gaze of his aſtoniſhment frequently yielded to the intruſive gloom of painful thought;—while the ſame hour has often ſeen him ſmile with delight at the novelties which he beheld around him, and weep, with bitter lamentations, the far dearer objects he had left behind, when he reflected that he might behold them no more.

When, therefore, he was aſſured of his approaching return to Atooi,—the idea that he ſhould again embrace the wife whom he loved, and the child

1788. JANUARY

child on whom he doted, with all the added conſequence which would accompany him, from the knowledge he had acquired, the wealth he poſſeſſed, and the benefits he ſhould communicate to the place of his nativity, produced thoſe tranſports which ſenſible minds may conceive, but which language is unable to deſcribe.

To give a minute deſcription of his conduct, behaviour, and ſentiments, on his arrival at Canton, might be conſidered as an unavailing digreſſion, unworthy of that curioſity which it is the office of this volume to gratify.—It may not, however, be improper to obſerve, that he diſcovered a mind poſſeſſed of thoſe capacities which education might have nurtured into intellectual ſuperiority, and endued with thoſe ſenſibilities which forbid enlightened reaſon from applying the name of ſavage to any human being, of any colour or country, who poſſeſſes them.

When he firſt beheld the ſhips at Wampoa, his aſtoniſhment poſſeſſed an activity which baffles deſcription, and he emphatically called them the iſlands of *Britannee*; but when he had ſurveyed their internal arrangement, with all the various apparatus they contained, the immediate impreſſions they occaſioned on his mind were thoſe of dejection; he hung his head in ſilence, and ſhed an involuntary tear, as it appeared, over what he conceived to be his own inferior nature.—But the ſame ſpirit which urged him to quit his native country, in order to return with knowledge that might inſtruct, and arts that might improve it, ſoon arouſed him into an active and rational curioſity.—Indeed he very ſhortly manifeſted no common degree of intellectual exertion, by diſcriminating, as occaſion offered, between the people of the ſeveral European nations, whom he daily ſaw, and thoſe of England, whom he always called the men of *Britannee*.—The natives of China he conſidered with a degree of diſguſt which bordered on extreme averſion;—their

bald

bald heads, diſtended noſtrils, and unmeaning features, had raiſed in his mind the ſtrongeſt ſenſations of contempt:—Indeed it might be owing to the addition which the natural dignity of his perſon may be ſuppoſed to receive from ſuch a prevailing ſentiment, whenever he found himſelf amongſt them, that the Chineſe appeared to regard him with awe, and that, wherever he turned, the timid crowd never failed to open to him a ready paſſage. 1788. JANUARY

Tianna was about thirty-two years of age; he was near ſix feet five inches in ſtature, and the muſcular form of his limbs was of an Herculean appearance. His carriage was replete with dignity, and having lived in the habits of receiving the reſpect due to ſuperior rank in his own country, he poſſeſſed an air of diſtinction, which we will not ſuppoſe could ſuffer any diminution from his obſervation of European manners. He wore the dreſs of Europe with the habitual eaſe of its inhabitants, and had not only learned the uſe and arrangement of its various articles, but applied his knowledge to the uniform and moſt minute practice of perſonal cleanlineſs and decorum. The natural habits of his mind, however, occaſionally recurred, and the childiſh fancy of his native ſtate would ſometimes intrude upon and interrupt the progreſs of his improvement. He could not be taught to underſtand the value of our current coin, and when he wanted any thing that was to be purchaſed by it, he would innocently aſk for iron; which being the moſt valuable metal in his eyes, was naturally conſidered by him as the medium of barter among other nations.

To return Tianna to his native Iſland, operated very powerfully in forming the arrangements of the voyage before us:—his original deſign and inclination was to proceed to England; and Captain Churchill, of the Walpole Eaſt Indiaman, offered, in the kindeſt manner, to take him under

1788. JANUARY. under his protection, nor could he have found a better protector; but to consign him to another's care, and to send him to a country from whence there might be no future opportunity of returning to his own, was a business that his friends could not reconcile to their feelings. The permitting him to leave Atooi, was considered as an unreflecting act; and it was now determined that Tianna should return thither, if not, in reality, happier than before, at least possessed of treasures beyond any possible expectation of his unexperienced mind. But of all the various articles which formed his present wealth, his fancy was the most delighted with a portrait of himself, painted by Spoilum, the celebrated artist of China, and perhaps the only one in his line, throughout that extensive empire. The painter had, indeed, most faithfully represented the lineaments of his countenance, but found the graceful figure of the chief beyond the powers of his genius. The surprise that Tianna expressed, as the work proceeded, was various and extreme, and seemed to follow with continual change every added stroke of the pencil. When this painting was presented to him, he received it with a degree of solemnity that struck all who beheld it; and then, in a state of agitation in which he had never been seen by us, he mentioned the catastrophe which deprived the world of Captain Cook. He now, for the first time, informed us that a fierce war had been waged throughout the Islands, on account of a painting, which he called a portrait of that great man, and which had been left with one of their most potent chiefs. This picture, he added, was held sacred amongst them, and the respect they paid to it was considered by them as the only retribution they could make for their unfortunate destruction of its original.

It may not, perhaps, be thought improper, if a short digression is made in this place, in order to state, that during our former stay*

* Some account of this voyage is given in the Introduction.

among

among theſe iſlanders we had every opportunity of eſtimating their feelings with reſpect to the lamented fate of Captain Cook, and we have every reaſon to believe that theſe diſtant inhabitants of the watery waſte, accompanied with ſincere ſorrow, the regret of Europe. The numbers of them which ſurrounded the ſhip, with a view to obtain permiſſion to go to *Britannee*, to the friends of their beloved Cook, are incredible. They wept and ſolicited with an ardour that conquered every previous averſion. Preſents were poured in upon us from the chiefs, who were prevented by the multitude from approaching the veſſel, and the clamorous cry of *Britannee*, *Britannee*, was for a long time vociferated from every part, and without ceaſing: nor can their ſilent grief be deſcribed, when it was made known among them, that Tianna, a prince of Atooi, was the only one ſelected to the envied honour of ſailing with us. 1788. JANUARY.

Previous to our departure, Taheo, the king of that iſland, paid us a viſit, accompanied by all his chiefs. As they believed that the commanders of every European ſhip, who had touched at their iſlands, ſince the death of Captain Cook, were the ſons of that illuſtrious navigator, they, in the moſt affecting manner, deplored that event; and while each of them was ſolicitous to aſſert his own innocence, they united in repreſenting the paſſions that had urged them to commit the fatal deed—which would be a ſubject of their eternal contrition—as a puniſhment inflicted on them by their gods. After theſe, and many ſimilar declarations, they renewed their offers of friendſhip to *Britannee*, and departed; nor have we the leaſt doubt but that future navigators, who may chance to ſtop at theſe iſlands, will find there a ſecure and welcome aſylum.

The other natives of the Sandwich Iſles and America, who were received on board, had been brought to China, by different ſhips, rather

1788. JANUARY. as objects of curiosity, than from the better motive of instruction to them, or advantage to commerce:—they consisted of a woman of the island of Owyhee, named Winee, who was in a bad and declining state of health; a stout man and boy from the island of Mowee, and a native of King George's Sound; the barbarous nature of whose inhabitants rendered it an useless experiment to accompany him with any of those advantages provided for the others.

On board of each ship were embarked six cows and three bulls, four bull and cow calves, a number of goats, turkies, and rabbits, with several pair of pigeons, and other stock in great abundance. Unfortunately it was not in our power, at this time, to procure sheep; but several lime and orange-trees were purchased and destined for Atooi, as Taheo, the sovereign of that island, possessed all the power necessary to protect such valuable property. Had we been so fortunate as to have landed all the cargo prepared for the Sandwich Islands, they would have become the most eligible places for refreshment in the whole extent of the Northern Pacific Ocean. If, however, the American commerce should be pursued, very considerable advantages will be found to result even from that part of our design which was compleated.

Sunday 22 On the evening of the 22d of January, both ships weighed from the Typa to proceed to sea; but it falling calm shortly after, and the tide of flood setting against us, the signal was made for anchoring, which was accordingly performed in the roads, in six fathoms, over a muddy bottom. The Iphigenia being in a stronger part of the tide, was driven farther up the roads, and anchored about two miles astern of us. We here found riding, the Argyleshire, a large country ship, of between six and seven hundred tons, bound to Bengal:—she was afterwards unfortunately lost in her passage from Bengal to China, and every soul on board supposed to have perished.

CHAP. II.

The IPHIGENIA *ſprings her Foremaſt.—Paſſage to the Philippines.—Sail along the Coaſt of Luconia.—Paſs Goat Iſland, the Iſles of Luban, Iſland of Mindoro and the Calamines.—Scurvy breaks out on Board the* IPHIGENIA.—*Paſs the Iſland of Panay.—Mutinous Conduct of the Crew on board the* FELICE, &c.

ABOUT nine o'clock in the evening, an air of wind ſprung up from the South Eaſt, which, though directly againſt us, determined us to put to ſea; and the ſignal was made to the Iphigenia to weigh.—By ten o'clock both ſhips were under ſail, the wind light and variable from the ſouthward.—We continued ſtanding to the Grand Ladrone until midnight, when it became extremely foggy, which occaſioned us to ſhorten ſail for the Iphigenia, which was conſiderably aſtern. The ſoundings were regular, from four to ſix fathoms, over a muddy bottom.—We now loſt ſight of the Argyleſhire, who alſo weighed and proceeded to the South Weſt. Sunday 22.

The morning of the 23d was extremely foggy; and in the night we had loſt ſight of the Iphigenia.—The wind now veered to the Eaſt North Eaſt, and began to freſhen up; on which a ſignal was made with two guns to the Iphigenia, to get the larboard tacks on board, and ſtand to the South Eaſt.—At noon the fog cleared away, when the Iphigenia was perceived about a league to leeward of us.—During the night we kept Monday 23.

1788. JANUARY. firing guns, and beating the *gongs**, in order that ſhe might judge of our ſituation. By obſervation, our latitude was 20° 54′ North, and longitude 114° 24′ Eaſt; the South Weſtern part of the Prata ſhoal bore in the direction of South, 73° Eaſt, diſtant 40 leagues; Cape Bolinou, South, 50° Eaſt, diſtant 419 miles.

As it was our intention to make the coaſt of Luconia well to windward, we reſolved to keep as much as poſſible to the Eaſtward, being apprehenſive of experiencing ſoutherly currents at this ſeaſon of the year.—We preferred making the coaſt of Luconia to that of Mindoro, or the Calamines, the coaſt of the latter being ſurrounded with numerous ſhoals, rocks, and fragments of iſlets, which render the navigation extremely dangerous, and require the greateſt precaution in ſailing through ſuch an extenſive Archipelago.—The charts of theſe ſeas, by Mr. Dalrymple, moſt certainly poſſeſs a great degree of accuracy, but are, as we ſuppoſe, neceſſarily formed on ſuch a confined ſcale, and marked with ſuch extreme delicacy, as to leſſen their intended utility for the common purpoſes of navigation.—By adhering to this track we hoped to experience leſs boiſterous weather, from being ſheltered, in ſome meaſure, by the coaſt of Luconia, and at the ſame time to ſteer clear of many dangerous ſhoals, which lie at ſome diſtance from its coaſt, and are, indeed, ſcattered throughout theſe ſeas.

Wedneſday 25 The courſe was continued to the South Eaſt, till the 25th; the weather gloomy and unpleaſant; the wind blowing ſteadily from the Eaſt North Eaſt, and North Eaſt by Eaſt, with a very heavy ſea. The latitude, at noon, was 18° North; the longitude 117° 1′ Eaſt. The South

* A China *gong* reſembles, in ſome degree, the form of a ſieve; and is made of a mixture of metals. The China junks uſe them as bells; and, when they are ſtruck with a wooden mallet, produce a deep, ſonorous noiſe.

South Maroona ſhoal bearing North 61° Eaſt, diſtance 49 leagues; Cape Bolinou 62° Eaſt, diſtant 67 leagues. 1788. JANUARY.

The Iphigenia proved but an heavy ſailer, when compared with the Felice, ſo that we were continually obliged to ſhorten ſail on her account; an inconvenience which we determined to get rid of, by ſeparating company from her, and making the beſt of our way, as ſoon as we had got clear of the Sooloo Sea.

In the evening we ſpoke with the Iphigenia, when Captain Douglas informed us that the ſhip had ſprung a leak in the late bad weather, above the copper, which obliged him to keep one pump going, but that he hoped to ſtop it the firſt favourable moment.—This accident occaſioned no inconſiderable degree of uneaſineſs.—Circumſtances of this kind have a very unpleaſant tendency to diſhearten ſeamen, who, with all their hardy courage, are very ſubject to be influenced by ſuperſtitious omens of the moſt trifling and ridiculous nature; and which, if they ſhould happen in the beginning of a voyage, will frequently operate upon their minds and conduct through the moſt lengthened courſe of it.

Our China crew were all extremely affected by ſea-ſickneſs, which was a very diſcouraging circumſtance; and the exceſſive rolling and tumbling of the ſhip, cauſed the cattle to droop; indeed, from the apparent impoſſibility of preſerving them all, during ſuch a long voyage,—from the want of proper food, and as there were a greater quantity on board than were neceſſary to ſtock the iſlands to which they were deſtined,—it was thought proper to kill them all but two cows and a bull, and one bull and one cow calf, who might, we hoped, become enured to the voyage, and be preſerved to their deſtination. Accordingly two of them were killed,

1788. JANUARY. killed, and freſh meat ſerved to the crew, with barley, which made them comfortable meſſes.

During the evening it blew very ſtrong indeed, with an heavy ſea.—We continued ſtanding to the South Eaſt, in the hope of being able to weather the North Maroona ſhoal; the poſition of which, according to Mr. Dalrymple, is extremely doubtful;—we therefore kept the beſt look-out in our power.

At five o'clock we were alarmed, by perceiving that the Iphigenia ſpread abroad the ſignal of diſtreſs, which denoted, at the ſame time, that ſhe was not in want of immediate aſſiſtance: we however inſtantly bore up and ſpoke to her; when Captain Douglas informed us that his fore-maſt was ſo dangerouſly ſprung, that ſome method muſt be immediately taken to ſecure it; but the ſea ran ſo high, and it blew at the ſame time ſo ſtrong, that we were prevented from affording any aſſiſtance whatever; we ſhortened ſail, however, immediately; and before night the Iphigenia had her fore-top-maſt and top-gallant-maſt on deck, and her foremaſt entirely ſtripped.

It was now abſolutely neceſſary for us to keep under what poſſible ſail we could; and as the Iphigenia was able to keep abroad her main-topſail, main-ſail, and mizen, to give theſe ſails their proper effect during the night, we kept two points from the wind, under an eaſy ſail, giving up all hopes of weathering the North Maroona, and being doubtful even of keeping our wind ſufficient to weather the South Maroona, which is deſcribed as extremely dangerous, and whoſe ſituation is as uncertain as that of the Northern ſhoal of the ſame name.—It blew very hard during the night, with a heavy ſea; the Iphigenia appearing to labour exceedingly.

This

This was, indeed, a very unfortunate event; the weather we had to encounter was very much to be dreaded, and the crippled ſtate of the Iphigenia's maſt greatly increaſed our apprehenſions; as, in caſe it ſhould meet with any further injury, there was no friendly port nearer to us than Batavia, where we ſhould be able to replace it. Our ſituation, driven as we were about thoſe ſeas, and ſurrounded by dangerous ſhoals, was truly diſtreſſing and alarming.—It was impoſſible for us to make the land, as we might be thrown into a ſituation which would encreaſe the danger of the Iphigenia; and as to leaving her in ſo diſtreſſed a condition, ſuch a deſign did not occur to us for a moment; beſides, we were not without apprehenſions of being driven too far to the Southward, which would render it impoſſible for us to get hold of the coaſt of Luconia, Mindoro or the Calamines, and under ſuch circumſtances, inſtead of making the paſſage of the Sooloo Sea, we ſhould have been obliged to take our courſe through the Straits of Sunda, and reach the Northern Pacific Ocean by the Straits of Macaſſer, of which, after all, we were rather doubtful; or, by doubling the South Eaſtern extremity of New Holland, if we ſhould give up the paſſage of the Endeavour's Straits—It is very eaſy to conceive the uneaſineſs we ſuffered from the bare proſpect of ſuch a circuitous navigation. 1788. JANUARY.

The weather did not moderate until the twenty-ſixth at noon: the latitude was then 17° 5′ North, and the longitude 118° Eaſt. The South Weſtern end of the North Maroona bore in the direction of South Eaſt, diſtant thirty leagues. We kept ſtanding towards it during the night under ſuch ſail as the Iphigenia could ſpread, and we very much wiſhed to have ſent a boat on board her: but, on a ſudden, the weather became as tempeſtuous as ever, ſo that we could neither ſend carpenters or plank to her aſſiſtance.—A ſtage had been erected round her maſt head, but a great hollow ſea increaſed our alarms for her ſituation. Thurſday 26

This

1788. JANUARY. This day, another of the cattle was killed for the crew; indeed, the exceſſive tumbling and rolling of the ſhips made us deſpair of ſaving any of them; two of the fineſt goats having already been cruſhed by a ſudden roll of the ſhip.—During the night it blew extremely hard, with a great hollow ſea.—We kept ſteering to the South Eaſt, frequently bringing too for the Iphigenia, ſhe being under ſuch ſmall ſail.

Friday 27 This unfavourable weather continued till the 27th, at noon. The latitude was 16° 20′ North, and longitude 119° 12′ Eaſt. The obſervation, however, was but of little dependence, from the variety of currents which we experienced. The wind had veered to the Northward; and we hauled up Eaſt South Eaſt, proportioning our ſail to that of the Iphigenia. It was, indeed, apprehended, that an Eaſterly current had ſet us to the Weſtward, as our latitude was 16° 20′ North, without ſeeing any thing of the ſhoal. As we could not ſuppoſe it poſſible that we ſhould be to the Eaſtward of the Maroona, we were under the neceſſity of hauling to the Eaſt, as much as the running of a very high ſea would permit.

In the evening we ſpoke with Captain Douglas, who informed us that the head of his foremaſt was entirely rotten, and that it was with great difficulty the carpenters could proceed in their attempts to ſecure it from the high, rolling ſea.—Before night, however, we had the ſatisfaction of ſeeing the Iphigenia's fore-top over head, and her lower rigging ſet up; ſo that our fears of being driven to the ſouthward of Mindoro, in ſome meaſure, ſubſided.

It was, however, determined, that, from the great extent of ſeas we had to croſs, the riſk would be too great for the Iphigenia, in her preſent ſtate, to attempt ſuch a paſſage without having her maſt well ſecured; or,

if condemned, to be replaced by another.—It was therefore reſolved to call a ſurvey of the carpenters on it, the firſt favourable moment; and it was abſolutely neceſſary to fix immediately on ſome place where the repairs that ſhould be found requiſite could be accompliſhed. The Spaniſh ſettlement of Samboingan, on the Southern extremity of Magindanao was conſidered as the beſt place for our purpoſe; and though we had ſcarcely ever heard of it, and the hoſpitality of the Spaniards was always to be doubted, our neceſſity obliged us to ſuch a determination, rather than proceed to Batavia, or encounter the coaſt of New Holland. 1788. JANUARY.

This evening, we paſſed great quantities of rock-weed and drift-wood, which made us apprehenſive of falling in with the ſhoals.

In the morning, the iſland of Luconia was diſcerned from the maſt-head, bearing from Eaſt North Eaſt, to Eaſt South Eaſt, diſtant 12 or 14 leagues, and bore an high and mountainous appearance. As we cloſed in with the land, the weather became moderate and fine, and the ſea entirely ſubſided. The Iphigenia had got up her fore top-maſt. At noon the obſerved latitude was 16° 16′ North; ſo that, during the laſt twenty-four hours, we had experienced a ſtrong Northerly current. Saturday 26.

Nothing can more ſtrongly prove the danger of navigating the China ſeas, than the variety of contrary currents which we experienced in ſo ſhort a time:—During the greater part of the North Eaſt Monſoon, it has been generally obſerved, that a Northerly current ſets along the coaſt of Luconia, as far as Cape Bolinou: there the great body of water ruſhing through the ſtraits which form the paſſage between Formoſa, this Iſland, and the Babuyanes, checks this current, and turns it into the China Sea, where it receives a Southerly direction, at the diſtance of 15 or 20 leagues from the coaſt of Luconia.

1788. JANUARY. The currents, at all periods of the North Eaſt Monſoon, run ſtrongly to the Southward in thoſe ſeas, excepting near Luconia; but the ſtreams of them acquire greater force at the diſtance of 30 or 40 leagues from the ſhores of this iſland, than they do off the coaſt of China: this circumſtance may be occaſioned by the junction of the waters paſſing through the ſtraits of Luconia, and thoſe between China and Formoſa. Ships bound for China, which are late in the ſeaſon, might avail themſelves of theſe currents to reach Cape Bolinou, when an eaſy and pretty ſecure paſſage is open to Canton. Indeed, bordering on the coaſt of Luconia may be attended with great advantages; for, independent of this Northerly current, fine weather is generally experienced. At times, variable winds; —in the very height of the North Eaſt Monſoon, it has ſometimes been known to blow a ſmart gale from the South Weſt.

As our apprehenſions had continued to increaſe of being drifted to the ſouthward, the ſatisfaction we felt at thus getting in with the land may be eaſily conceived.——Towards the evening of this day it fell calm; but, about nine o'clock, a freſh breeze ſprung up from the South Weſt, which made us ſtand on our tacks, for the night, on and off ſhore; where we ſaw ſeveral fires, which remained burning during the greater part of the night. Our diſtance was between ſix and ſeven leagues.

Sunday 29. In the morning, the land bore from North North Eaſt, to South South Eaſt, our diſtance being about ſix leagues:—it appeared very mountainous, and was covered with wood, except in ſome detached places, on the declivity of the mountains. Vaſt columns of ſmoke aſcended from the interior heights, which denoted population. The latitude at noon was 15° 52′ North. During the evening and the night,

we

we continued ſtanding to the land, but could find no ſoundings with an hundred and fifty fathoms of line. 1788. JANUARY.

The land extended from North by Eaſt, to North Eaſt by Eaſt, diſtant about ſix leagues; at which diſtance we kept ſteering along the ſhore to the Southward and Eaſtward; the latitude was 15° 19′ North, by obſervation. The weather was extremely moderate, and pleaſant under the land, the ſea remarkably ſmooth, and a continuation of high, mountainous country, covered with wood, preſented itſelf to our view. Monday 30

At night, it blew a freſh breeze from the Weſtward; and we ſtood to the South by Eaſt, to make Goat Iſland, keeping a good look out for ſome ſhoals that are ſaid to lie to the Northward of the iſland.

In the morning, about eight o'clock, Goat Iſland was ſeen, bearing North Eaſt by North, about the diſtance of ſix leagues; the coaſt of Luconia bearing, at this time, from North by Weſt to South Eaſt, at the diſtance of 14 leagues. From an obſervation made at noon, the latitude was 13° 45′ North. Tueſday 31

Goat Iſland appeared of a moderate height, and to be well wooded, but without any ſign of inhabitants. The Luban Iſlands were perfect mountains covered with woods:—The Spaniſh charts, indeed, repreſent the Lubans as connected by ſhoals with Goat Iſland; but we could not perceive any broken water, or procure ſoundings with one hundred and fifty fathoms of line.

We took the opportunity of the favourable weather we now enjoyed to put the ſhips in a ſtate of defence. The guns were accordingly mounted, a ſufficient quantity of powder and ammunition was filled,

1788. JANUARY. and every other neceſſary preparation made, as thoſe ſeas are infeſted with numerous bands of pirates. Two very fine ſhips had lately been taken by them. One of them was the May, of 300 tons, and mounting twenty guns, and had been on a trading voyage from Bengal to the coaſt of Borneo. General intelligence was received from the Malays of her being deſtroyed, but not a ſingle perſon eſcaped to relate the particulars. Several other ſhips have very narrowly eſcaped deſtruction: indeed, ſcarce a year paſſes away, but ſome cataſtrophe of this kind happens. The proas from Magindanao and Sooloo iſſue forth in ſuch ſwarms, that it becomes dangerous for a weak ſhip to ſail thoſe ſeas. Theſe proas are manned with an hundred, and ſometimes an hundred and fifty men, well armed, and generally mounting pieces of cannon of ſix or twelve pounders. As ſoon as a ſhip is captured by them, a carnage enſues,—and the unhappy few who ſurvive it are carried into irredeemable ſlavery. Theſe people cruiſe in fleets of thirty or forty of theſe proas; nay, ſometimes an hundred of them have been perceived in company; and though we did not very much apprehend that they would venture to attack two ſhips, it would have been an unpardonable negligence if we had not prepared ourſelves for whatever might happen. We availed ourſelves alſo of the preſent favourable opportunity to ſurvey the maſts of the Iphigenia, and deliver her ſuch ſtores and other articles as we knew that ſhe wanted, to put her in a reſpectable ſtate of defence. We therefore ſent on board her two additional pieces of cannon with a requiſite proportion of powder, ball, and other ammunition; and in return received a quantity of coals for the forges, and ſeveral other neceſſary articles.

Additional reaſons continually aroſe why the ſhips ſhould ſeparate on the firſt opportunity after we had cleared theſe dangerous ſeas. But, if even there had been no other, the Felice, by keeping company with the Iphigenia, who was at beſt inferior in point of ſailing, would have been very

very much impeded in her voyage; and it was become neceſſary to make every poſſible exertion to ſave our ſeaſon on the coaſt of America. 1788. JANUARY.

In the evening the carpenters returned from the Iphigenia, and reported the maſt to be, in every reſpect, unequal to the voyage; they even doubted whether it would carry her to Samboingan. The head was quite rotten and ſupported by the cheeks: good fiſhes, however, were put on and ſecurely woolded.

At ſunſet the iſland of Mindoro was ſeen bearing South Eaſt by Eaſt, diſtant 10 leagues. The wind blew very ſtrong from the Eaſt, and it came down in violent puffs from the high mountains of Luban: during the night a preſs of ſail was carried to reach under the ſhore of Mindoro. The wind blew invariably from the Eaſt, ſo that we became apprehenſive of being entangled with the iſlands called the Calamines, which are not only in great number, but extremely dangerous. The top-ſails were reefed, and as much ſail as we could well keep abroad was carried, which brought us happily under Mindoro about midnight. It ſoon after became ſqually, and as it would have been very hazardous in a dark night, and on an unknown coaſt, to run, the ſignal was made to the Iphigenia to heave to with her head off ſhore; we immediately did the ſame; but ſhe had ſtretched a-head out of ſight, though ſhe anſwered our ſignal.—During the night it blew very hard, and we were continually ſounding, but could find no ground with an hundred fathoms of line. The inhabitants not only kept numerous and conſtant fires along the ſhores, but had even lighted them on the very ſummits of the mountains.

At day break we occupied much the ſame ſituation as when we hove to in the night. The Iphigenia was near four leagues a-head, but we made. FEBRUARY. Wedneſday 1

1788. FEBRUARY. made ſail and joined her by noon. Our latitude was 12° 59′ North: The iſland of Mindoro bore South Eaſt by Eaſt,—diſtant ſix leagues.

The iſland of Mindoro at ſunſet, bore from North by Eaſt half Eaſt, to South Eaſt by Eaſt, half Eaſt; our diſtance from the ſhore about ſix leagues. In the night it was, as uſual, very tempeſtuous, and we experienced a very ſtrong current againſt us, which cauſed ſuch a confuſed ſea, that we were apprehenſive for our maſts and yards. Early in the evening we had ſhortened ſail, and kept a good look out for the ſhoals that lie between Mindoro and the Calamines. In order to clear them, we hauled cloſe under the ſhore of the former iſland; the channel between Mindoro and thoſe ſhoals being repreſented as three leagues wide. The fires appeared to be more numerous on the declivity of the mountains, and were kept burning all night.

Thurſday 2. At nine o'clock in the morning we perceived the Calamine Iſlands, bearing South Weſt to South Eaſt, diſtant ſixteen or ſeventeen leagues. The weather had alſo taken a favourable turn; it was become moderate and pleaſant, and we congratulated ourſelves very much on entering this channel; as the ſtrong Eaſterly winds might have blown us to the Southward and Weſtward of the Calamines, which would have obliged us to have bore up along the coaſt of Palawan, and made our entrance again into the Sooloo Sea very precarious at this ſeaſon of the year. We now found the advantage of keeping the ſhores of the Philippines on board, whenever the winds permitted us; but in accompliſhing this we experienced ſome difficulty from the conſtant North Eaſt and Eaſt winds, which obliged us to carry a conſtant preſs of ſail.

Captain Douglas embraced this opportunity to inform us that the ſcurvy had made its appearance on board his ſhip. The carpenter,

two

two of the quarter-maſters, and ſome of the ſeamen were already ill,— others diſcovered ſymptoms which were truly alarming,—their legs ſwelling, and their gums becoming putrid. They were, therefore, immediately put on a diet,—ſpruce beer was ordered to be conſtantly brewed, and ſerved in the room of ſpirits,—ſeveral baſkets of oranges were ſent on board, whoſe efficacious qualities in this diſtemper are well known, and every other antiſcorbutic was immediately brought into application, in order to check this early appearance of a diſorder, whoſe continuance would be attended with ſuch fatal conſequences. 1788. FEBRUARY.

We very ſenſibly perceived the encreaſing heat of the weather. On leaving China, we had it piercing cold; and now, on a ſudden, we felt the oppoſite extreme. Such a change, with the heavy dews which fell morning and evening, was a very unhealthy circumſtance; nevertheleſs we were rather aſtoniſhed, that men who had ſo lately quitted the ſhore, where they had a plentiful allowance of freſh proviſions and vegetables, and who had not taſted ſalt meat for many months, ſhould be attacked with ſuch violent ſcorbutic ſymptoms, and at ſuch an early period of our voyage. Beſides, we were extremely careful in the diſtribution of their food; the ſalt proviſions were always well ſteeped; rice and peas were boiled alternately every day; tea and ſugar were given the crews for breakfaſt; they had a plentiful allowance of water, and every poſſible attention was paid to preſerve cleanlineſs among them: they were never permitted to ſleep on deck, leſt they ſhould be affected by the unwholſome dews; and no ſpirits were ſuffered to be iſſued in their raw ſtate,—a circumſtance of the laſt importance to all ſeamen. Indeed theſe precautions ſhould be redoubled with reſpect to men who have made frequent voyages to India, as their blood becomes, on that account, more liable to the attacks of this moſt formidable diſorder.

We

1788. FEBRUARY. We kept ſteering, during the night, under the ſhores of Mindoro; the topſails were cloſe reefed, and, the weather being very ſqually, we frequently ſounded, but could find no bottom with an hundred fathoms of line, though within four leagues of the land.

Friday 3 This morning we loſt ſight of Mindoro, and at noon the Iſland of Panay was ſeen bearing from North Eaſt by Eaſt, to South Eaſt, diſtant nine leagues; the weather moderated with the wind from the North Eaſt. The latitude at noon was 12° 53′ North.

The Iſland of Mindoro is of conſiderable extent; in ſome parts it appeared to be only of a moderate height, in others very mountainous, and almoſt everywhere covered with wood. From the numerous columns of ſmoke which we obſerved aſcending both from the vallies and the mountains, during the day, and the fires that continued to illuminate the night, there is the greateſt reaſon to ſuppoſe that it poſſeſſes a conſiderable degree of population. Some parts which we were able to obſerve diſtinctly, appeared to be truly delightful; they conſiſted of extenſive lawns, clothed in the fineſt verdure, watered with ſilver rivulets, and adorned with groves of trees, ſo diſpoſed, either by art or nature, as to form ſcenes of rural beauty which would adorn the moſt refined ſtate of European cultivation.

Thurſday 4 On the following day we ranged up with the Iſland of Panay: the latitude at noon was 10° 36′ North; our diſtance from the land four miles; and, which is very extraordinary, without being able to find ſoundings with eighty fathoms of line. Numerous villages appeared on the declivity of the hills, and the whole country formed a moſt luxuriant proſpect. The habitations ſeemed to be extremely well built, and arranged with great regularity. The hills were verdant, and their gentle

ſlopes

ſlopes were varied with ſtreams of water running down to the plains, where they flowed round, or meandered through well-cultivated plantations :—the whole forming pictures of nature equal to thoſe which we had ſeen on the preceding day; and received every advantage from the very fine weather we now enjoyed. 1788. FEBRUARY.

Our eyes wandered over the pictureſque and fruitful ſcene now before us, with the moſt ſenſible pleaſure. We were, at times, within three miles of the ſhore, which, near the water-ſide, formed a fine ſandy beach lined with cocoa-nut trees, beneath whoſe ſhade we beheld the natives, in great numbers, enjoying a cool retreat from the intenſe heat of the ſun, and buſied in the various occupations of the day. We very much regretted that we had not time to caſt anchor here, in order to have enjoyed ſome communication with them. It may not be alſo unworthy of remark, that we did not diſcover a ſingle canoe or fiſhing-boat on that part of the coaſt along which we paſſed.

At this time a mutiny was diſcovered on board the Felice; which, however, was fortunately quelled by gentle means, even before it had communicated itſelf to the whole crew. But, in order to ſtamp ſome degree of diſgrace upon the buſineſs, all the circumſtances of it were inſerted in the log-book of the ſhip.

And here it may not be improper to offer an opinion, that, if in long voyages, all the particulars of the good and bad behaviour of the crew were deſcribed in the log-book as they aroſe, ſuch a regulation would be attended with the happieſt conſequences. Shame will always be found to operate, more or leſs, on every man, whatever his rank or employment of life may be, who is not abſolutely abandoned; and to ſuch, the ſevereſt puniſhment will have no effect beyond the ſmarting of the mo-

1788. FEBRUARY. ment. Indeed I am firmly of opinion, that many a ſailor, with all the hardy training of a ſea life, and all the inſenſibility attributed to a ſeaman's character, would be deterred from an improper conduct, by the apprehenſion of having it regiſtered in the records of the ſhip, when the temporary pain of corporal puniſhment would be conſidered with contempt.

Indeed I cannot but lament the inefficacy of the marine laws to reſtrain the unlawful behaviour of ſailors on board merchant ſhips. It is a real diſgrace to the firſt maritime and commercial nation in the world, to have been ſo long without an eſtabliſhed ſyſtem of regulations to preſerve the obedience of ſeamen in the trade ſervice, as well as that in the navy. How many ſhips have been loſt, from the licentious, ungovernable conduct of their crews! and how many voyages rendered unprofitable from the ſame cauſe. Nevertheleſs, it does not appear that any efforts have been made to prevent ſuch a manifeſt inconvenience to the commerce of our country. Other nations have included merchant ſhips in the general laws enacted for maritime ſubordination; and it is of real conſequence to this country to follow ſuch a ſalutary example, and to form a code of regulations that may operate to keep in a due ſtate of diſcipline a claſs of men who are ſo neceſſary to the commerce, the ſtrength, and the glory of the Britiſh empire.

CHAP.

Wynee, a Native of Onyhee,

One of the Sandwich Islands.

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1788.
FEBRUARY.

CHAP. III.

Sickneſs of the Sandwich Iſlanders.—Death of Winee; her Character, &c.—Deſtruction of Cattle.—Iſlands of Baſilan and Magindanao.—The Ships anchor off the latter.—The Carpenters and Party ſent on Shore to cut a Maſt, &c. —Loſs of a China Man.—Spaniards ſent on board to compliment the Ships. —Both Ships moor off Fort Caldera.—Behaviour of the Spaniſh Governor, &c.

OUR friends of Owyhee had ſuffered extremely during the paſſage acroſs the China ſeas. Tianna, in his conſtant attendance upon Winee, had caught a fever, which, with the humane anxiety he felt on her account, confined him for ſome time to his bed. The man from Nootka-Sound, however, poſſeſſing a very robuſt conſtitution, bore the inconveniencies of the voyage with little complaint; but the poor, unfortunate woman juſtified our fears concerning her, that ſhe would never again ſee her friends or native land. She every day declined in ſtrength, and nothing remained for us, but to eaſe the pains of her approaching diſſolution, which no human power could prevent. Nor did we fail, I believe, in any attention that humanity could ſuggeſt, or that it was in our power to beſtow. She had been for ſome time a living ſpectre, and on the morning of the fifth of February ſhe expired. At noon her body was committed to the deep; nor was it thought an unbecoming act to grace her remains with the formalities of that religion which opens wide its arms to the whole human race, of every colour, and under every clime, to the ſavage as well as to the ſaint and the ſage. Tianna was ſo much af- Thurſday 4

1788. FEBRUARY. fected by the circumſtance of her death, that we were for ſome time under very painful apprehenſions leſt his health might ſuffer from the feelings of his humanity on this occaſion; as he poſſeſſed, in a very great degree, that delicacy of conſtitution which diſcriminates the chiefs from the vulgar people, and is peculiar to the great men of his country.

Thus died Winee, a native of Owyhee, one of the Sandwich Iſlands, who poſſeſſed virtues that are ſeldom to be found in the claſs of her countrywomen to which ſhe belonged; and a portion of underſtanding that was not to be expected in a rude and uncultivated mind. It may not, perhaps, be unintereſting to mention the cauſe of this poor girl's departure from her friends and country, which it was her fate never to behold again.

Captain Barclay, who commanded the Imperial Eagle, was one of thoſe adventurers to the coaſt of America, who made a very ſucceſsful voyage. Mrs. Barclay accompanied her huſband, and ſhared with him in the toils, the hardſhips, and viciſſitudes incident to ſuch long, as well as perilous voyages; but by no means calculated for the frame, the temper, or the education of the ſofter ſex. This lady was ſo pleaſed with the amiable manners of poor Winee, that ſhe felt a deſire to take her to Europe; and for that purpoſe took her, with the conſent of her friends, under her own particular care and protection. On Mrs. Barclay's departure from China for Europe, Winee was left, as we have already mentioned, in a deep decline, to embark for her country, with the reſt of the natives of the Sandwich Iſlands.

On the morning of her death, ſhe preſented Tianna, as a token of her gratitude for his kind attentions to her, with a plate looking-glaſs, and

and a baſon and bottle of the fineſt China: to theſe gifts ſhe alſo added a gown, an hoop, a petticoat, and a cap for his wife; the reſt of her property, conſiſting of a great variety of articles, ſhe bequeathed to her family; and they were depoſited with Tianna, to be delivered to her father and mother. 1788. FEBRUARY.

Nor let faſtidious pride caſt a ſmile of contempt on the trifles that compoſed her little treaſure. They were wealth to her, and would have given her a very flattering importance, had ſhe lived to have taken them to her native iſland. But when we conſider the ſufferings of her mind, on the reflection that ſhe ſhould never behold her country again;—when we ſee, as it were, the diſappointment of an inoffenſive pride preying on her ſpirits;—when to theſe cauſes of dejection are added the pains of incurable diſeaſe, increaſed by the toſſing of the billows, and the violence of tempeſtuous ſeas,—humanity muſt feel for thoſe miſeries which haunt every corner of the earth,—and yield a compaſſionate tear to the unfortunate Winee!

The bad weather had, at this time, greatly reduced our ſtock of cattle,—there now remained of our original number, but one bull, one cow, and one cow-calf;—all the goats, except two, had periſhed.

At ſunſet, on the fifth, we had almoſt loſt ſight of Panay; Point de Naſſo, the ſouthern extremity, then bore Eaſt North Eaſt, diſtant ſeven leagues. The weather was extremely hazy, with the wind from the North Eaſt; and we kept ſteering during the night to the ſouthward and eaſtward, under an eaſy ſail, for the ſouthern extremity of the iſland of Magindanao, which we deſcried on the morning of the 6th of February, at day-break, bearing Eaſt, ſeven or eight leagues diſtant: it appeared high, and very mountainous. At noon, the latitude Saturday 6

was

1788. FEBRUARY. was 7° 22′ North, and our diſtance from the land three leagues. The mountains jutted abruptly into the ſea; and from their ſummits to the water's edge, were covered with wood. We were continually ſounding, but could find no bottom with an hundred fathoms of line.

It now became a matter for our choice, either to ſteer directly to Sooloo, or to the Spaniſh ſettlement of Samboingan; the latter, however, was preferred, it being thought by no means prudent to run ſo far to leeward as the former. Beſides, as it was, the continual North Eaſt winds made us apprehenſive, that we ſhould find it rather a difficult matter to weather Jelolo, or even New Guinea; it was therefore determined to keep the ſhore of Magindanao cloſe on board, and truſt to chance to ſupply our wants: we continued running down the iſland till ſunſet, the ſhores being bold, and no danger to be apprehended, as we could procure no ground. The Weſtern extremity bore South South Eaſt five leagues; and as we thought it rather hazardous to run during the night, the ſignal was therefore made to heave too till morning; when we reſumed our courſe, at about the diſtance of a mile from the

Sunday 7 ſhore. In the night we had experienced a Northerly current.

At noon, the iſland of Baſilan was ſeen, bearing South South Weſt nine leagues. Our latitude was 7° 8′ North. It had a very ſingular appearance, from a great number of hills of a conical form; one of which terminated its Eaſtern extremity, and reſembled, in ſhape, the cap of a Chineſe Mandarin. It was a very conſpicuous object, being the higheſt of this curious groupe of hills. This iſland lies near Eaſt and Weſt; and ſeveral other iſlands, but of much leſs extent, appear off its Weſtern point.

About

About three in the afternoon, we opened the channel that ſeparates Baſilan from Magindanao. At half paſt three, the Southern extremity of Magindanao was doubled; and we entered this channel, which appeared to be of conſiderable breadth, with ſeveral ſmall iſlands in the midſt of it. Our ſoundings were from twenty-five to thirty fathoms, over a rocky bottom. The South end of Magindanao we eſtimate to lie in the latitude of 6° 56′ North; the ſhore was every where covered with wood, down to the ſea. 1788. FEBRUARY.

At half paſt four we were moſt agreeably ſurpriſed at ſeeing a ſmall ſtone fort ſeated on the Magindanao ſhore, contiguous to a ſtream of running water, and about two miles from the South point. At the ſame time a large village was ſeen more to the Eaſtward. The enſign was immediately hoiſted, which very ſoon occaſioned the Spaniſh colours to be diſplayed from the Fort, and we were now no longer in doubt that the place was Samboingan. It was a ſquare building, with centry boxes at each angle, covered with thatch, and the ramparts ſeemed to be crouded with Malayans; but on the whole it had the appearance but of a very indifferent fortification.

The tide of ebb now came ſtrongly againſt us, and the ſignal was made for anchoring, which was accordingly done in eleven fathoms, over a muddy bottom, at the diſtance of about two miles from the fort, and within a quarter of a mile from the ſhore, which appeared to be covered with an impenetrable wood.

The boats were immediately hoiſted out, and the carpenters ſent to examine the nature of the woods. We now obſerved with our glaſſes the Spaniſh colours flying on another fortification adjoining to the village, and before which two gallies were riding at anchor. About five o'clock, a ſmall

1788. FEBRUARY. a ſmall boat came along-ſide us, with a white flag flying in her bow;—ſhe was rowed by four Malayans, and had on board three Spaniſh Padres or Prieſts. At firſt they appeared to be extremely apprehenſive that our arrival foreboded ſome kind of hoſtility; but being aſſured that our intentions were peaceable and friendly, they accepted our invitation to come on board, and having taken ſome refreſhment, they returned to the village; after having cautioned us not to permit any of our people to ſtraggle into the woods, which were infeſted with Malayans, who would be upon the watch to make every kind of depredation upon us. In conſequence of this very kind and important information, orders were immediately diſpatched to the Iphigenia, who had anchored about a mile from us, to withdraw her people from the ſhore.

The carpenter returned about ſix o'clock, and made a report that every kind of timber we wanted, might be procured.

Monday 8 In the morning an officer, with a ſtrong party, was diſpatched with the carpenters to cut down ſome ſpars for top-ſail yards, and ſteering ſail-booms for the Felice; and orders were iſſued to the Iphigenia to ſend a ſimilar party to cut a fore-maſt; in the mean time, the pinnace was employed in ſounding and ſurveying the channel, which was found to contain great over-falls, from five to ten, and thirty fathoms, at a caſt, with a very rocky ground.

About noon the carpenters returned on board, having procured a top-ſail yard and the booms. They had alſo felled a fore-maſt for the Iphigenia. The officer informed us of the loſs of a China-man, who was ſuppoſed to have ſtrayed into the woods, and to have been ſeized by the Malayans. A numerous band of theſe ſavages, well armed after their faſhion, hovered about the place where the carpenters were

were at work, and as we could not procure any intelligence of this poor unfortunate man, there is but too much reaſon to believe that he fell into the hands of the natives. 1788. FEBRUARY

At one o'clock a large boat arrived from the governor, who reſided at the village, to compliment us on our arrival, and to invite us to an entertainment which his hoſpitality had prepared. The officer who was employed to bring this polite invitation, confirmed the account of the prieſts reſpecting the perfidious character of the natives of the iſland; and recommended, in the ſtrongeſt terms, that we ſhould uſe every poſſible precaution when we ſent any parties on ſhore. He alſo informed us that we might procure any neceſſary timber with more eaſe and ſafety in the neighbourhood of the village, which poſſeſſed another advantage that might be of great uſe to us,—the being waſhed by a rivulet of very fine water. He alſo added, on the part of the governor, that he ſhould be happy to give us every aſſiſtance in his power.

It was, therefore, immediately reſolved that the ſhips ſhould moor nearer to the village; accordingly at two o'clock the tide making in our favour, both ſhips weighed and anchored abreaſt of a large ſtone fort, called Fort Caldera, whoſe baſtions were within an hundred yards of the ſea.

The fort was ſaluted with nine guns, which compliment was immediately returned. The body of the village bore North by Eaſt half Eaſt, diſtant about a quarter of a mile; the extremities of Magindanao from Eaſt North Eaſt, to North North Weſt; and the Iſland of Baſilan from South Eaſt by Eaſt, to South Weſt by Weſt, diſtant about twelve leagues.

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CHAP. IV.

Our Reception at Samboingan.—Friendly Behaviour of the Governor, &c.—The Spaniſh Gallies cover our Parties while cutting a Maſt.—Sickneſs of Tianna.—Goes on Board the IPHIGENIA.*—Cattle, &c. received on Board.—The Governor viſits the Ships, &c.—The* FELICE *prepares to put to Sea.—Loſes an Anchor and departs for America.—Some Account of Magindanao, its Trade, Religion, Inhabitants, and Productions.—Aſtronomical Obſervations, Anchorage, &c.—The Village of Samboingan.—Spaniſh Force and Power.—Riches obtained by the Governor of Samboingan.—Deſcription of a Ball given by him, and the Manners of the People.—Nautical Obſervations on the Paſſage between the China Seas and the Northern Pacific Ocean.—Danger of navigating the China Seas.—Account of the ſeveral Paſſages between the two Oceans, with Directions, &c.—Paſſage between Formoſa and the Philippines.—Baſhee Iſles:—Deſcription of them.*

Tueſday 9 THE Governor of Samboingan, who was a captain in a regiment of infantry at Manilla, received us with the greateſt politeneſs, aſſured us of every aſſiſtance in his power, and ſupplied us, without heſitation, with whatever refreſhments the iſland afforded.—He was attended by three prieſts, two of whom were young men, but the third was rather of an advanced age, and had reſided on that iſland during an uninterrupted courſe of thirty years.

We were conducted into the fort, which appeared to be in a very ruinous ſtate, and were regaled, after the Spaniſh faſhion, with ſweetmeats

and cordials:—a very handſome repaſt then ſucceeded, to which the major of the country militia, and other officers were invited. Some of theſe gentlemen were natives of Manilla, and others of Magindanao, whoſe complexions were ſo dark as to approach very nearly to the blackneſs of the African. The prieſts enjoyed, as well as enlivened, the hoſpitalities of the day, and did not appear to be of opinion that they were thrown into that corner of the globe to paſs their time in penitence and prayer. 1788. FEBRUARY.

The rivulet that flowed through the village, after waſhing the walls of the fort, emptied itſelf into the ſea, at no great diſtance from our mooring, which afforded us a very convenient opportunity of watering: we accordingly embraced the occaſion to replace what we had expended of ſuch an important article.

On the 10th, the governor was ſo very obliging as to permit the two gallies, completely armed, to accompany the boats of both the ſhips, that were employed to convoy the carpenters on ſhore, to cut another fore-maſt for the Iphigenia in the woods, the firſt having been found defective, about a league from the fort. About noon they got under ſail, and proceeded with the boats, which were alſo well manned and armed. We had been aſſured that large parties of Malays were always on the watch, either to commit depredations on the people, or to carry off any unguarded ſtraggler into ſlavery, from whence they ſeldom or ever eſcaped. We were therefore determined to be in ſuch a ſtate of preparation as to ſecure the object of our little expedition from being materially interrupted by them. About nine the parties returned with a very fine ſtick, without having ſeen the face of an enemy.—In the mean time the other operations were proceeding, and every preparation making for the continuance of our voyage. Wedneſday 10.

1788. FEBRUARY. At this place, however, it was reſolved that we ſhould ſeparate. The Iphigenia could not have been ready for ſea at leaſt for ſome days; and even that period had become an object of ſome importance, from the preſent advanced ſtate of the year. The Felice was provided with every thing ſhe could want, and we therefore prepared to leave Samboingan without any farther delay.

Tianna and Comekala, the man from King George's Sound, were, ſince the death of Winee, the only perſons of their reſpective countries on board the Felice; the reſt of them were on board the Iphigenia, to which we now conſigned the amiable chief of Atooi, as her courſe comprehended his native iſlands.—Comekala remained with us, as the deſtination of our voyage was to his own country.

Tianna had been ſo ſenſibly affected by the death of Winee, as to produce a conſiderable alteration in the ſtate of his health:—his fever continued, and baffled all our attentions to relieve him. The ſame fate that had ſeparated for ever his unfortunate countrywoman from her friends and native land, preſſed home upon his reflection.—He may be ſuppoſed to have felt, and ſometimes, perhaps, expected that he might hear no more the tender names of father or of huſband;—that he might ſhare with Winee a premature grave in the boſom of the ocean.—He was therefore conſigned to the care of Captain Douglas, with the hopes that the remaining on ſhore till his departure, with the novelty of the ſcenes around him, might abate his diſorder, and recruit his ſpirits with a ſufficient degree of ſtrength to bear out the remainder of the voyage.

On the evening of this day, we received on board four fine buffaloes, with graſs and plantain trees for them and our other cattle:—to theſe were alſo added a quantity of rice, vegetables, and fruit, with ſeveral

very

very fine hogs; and it was our deſign to put to ſea without delay: but the wind ſpringing up from the South Eaſt, and the weather appearing very gloomy and unſettled, our departure was deferred to the following day. 1788. FEBRUARY.

As we had now an opportunity to make the governor ſome acknowledgment for his very friendly attentions, an officer was diſpatched with a meſſage of thanks for his kindneſs to us, accompanied with an invitation to partake of a repaſt the next day on board the ſhips, which he very readily accepted. In return for which compliment, he requeſted our preſence at a ball that evening; ſome account of which will be given when I come to mention the ſtate, &c. of the iſland, and its inhabitants.

At the time appointed, the governor made us the promiſed viſit, attended by the three padres, and the major of militia; and we exerted ourſelves to the utmoſt in our entertainment, to manifeſt a proper ſenſibility to the friendſhip he had ſhewn us. The prieſts enjoyed themſelves on board the ſhip as they had done on ſhore; and joined in one common ſentiment, that nothing tends ſo much as wine and good cheer to annihilate the force of religious diſtinctions.—The governor and his ſuite left us with the moſt cordial expreſſions of ſatisfaction at our reception of them. Thurſday 21

At four o'clock, the tide making in our favour, with a freſh breeze from the northward, we hove ſhort; but had the misfortune to find that our anchor had hooked a rock; nor could our utmoſt endeavours diſentangle it from its hold, and heaving rather a ſtrain, the cable gave way, and we irreparably loſt it. The ſhip was immediately got under ſail, and paſſing cloſe to the Iphigenia, ſhe gave us three cheers, which we immediately

1788. FEBRUARY. immediately returned. She had her old fore-maſt out, and her carpenters were buſily employed in preparing the new one on ſhore.

The very ſhort time we remained at Samboingan did not give us a ſufficient opportunity to acquire any other knowledge of this ſettlement than ſuch as we received from the general information of others. But as this place is ſo much out of the way of ſhipping and commerce, I ſhall not heſitate to repeat the account I received from the communications of the old padre, whoſe authority may, after all, be conſidered as of ſome reliance, from his very long and continual reſidence on this iſland.

Magindanao is an iſland of conſiderable extent, being about 120 miles in breadth, and 160 in length, and is bleſſed with a fertile, luxuriant ſoil.—The interior parts contain ſeveral chains of lofty mountains, between which are extenſive plains, where vaſt herds of cattle roam at large in the moſt delicious paſtures. Several deep vallies alſo interſect, as it were, certain parts of the country, through which, during the rainy ſeaſons, vaſt torrents pour from the mountains, and force their impetuous way to the ſea. The rains and vapours which lodge in the plains diffuſe themſelves into meandering rivulets, and collecting a variety of ſmall ſtreams in their courſe, approach the ſea in the form of conſiderable rivers.

About the middle of the iſland there are ſeveral lakes of no ſmall extent, of which, however, we received no other particulars than that their borders are inhabited by tribes of ſavage natives, who live in a great meaſure by plundering thoſe who dwell nearer to the ſea. Theſe people conſider themſelves as free and independent of the ſovereign of Magindanao, are of a fierce, implacable nature, and wage continual war with the Mahometans, who compoſe the principal inhabitants of the iſland.

iſland. They are called Hilloonas, and profeſs no kind of religion, but live in a ſtate of profound ignorance and barbariſm. 1788. FEBRUARY.

The ſovereign of Magindanao is a powerful prince, and has ſeveral inferior chiefs who acknowledge him as their head. Nevertheleſs there are others of them who refuſe ſubmiſſion to him, and are conſequently in a continual ſtate of war; ſo that peace, at leaſt, does not appear to be one of the bleſſings of this iſland. The Spaniards, indeed, aſſert their right to the entire dominion of Magindanao, but it is mere aſſertion; for though they have theſe forts, &c. on the iſland, it is by no means in a ſtate of ſubjection to their nation.

The city of Magindanao is ſituated on the South Eaſt ſide of the iſland, has a river capable of admitting ſmall veſſels, and carries on a conſiderable trade with Manilla, Sooloo, Borneo, and the Moluccas. Their exports are rice, tobacco, bees-wax and ſpices; in return for which they receive coarſe cloths of Coromandel, China-ware and opium.

This city uſed formerly to be viſited by European veſſels of ſmall burthen; but it was a conſiderable time ſince any of them had been there. The governor informed us, that the Iphigenia and the Felice were the only European ſhips that had been ſeen in theſe ſeas during a courſe of ſeveral years.

The Mahometan religion is profeſſed throughout the iſland, except by the Hilloonas, who, as we have already obſerved, are governed by no religious principles,—practiſe no form of worſhip,—and live in a ſtate of ſavage freedom.

Theſe

1788. FEBRUARY. Theſe people are called by the Spaniards, *Negros del Monte*, or Negroes of the Mountain, on account of their reſemblance to the race of Africa, both in their perſons and manners. They are ſuppoſed to be the original lords of Magindanao, and, indeed, of all the Philippines; the Iſla de Negros, or Iſle of Negroes, is, in particular, entirely peopled by them, where they are at conſtant enmity with the Spaniards. The Mahometan natives of the iſland are a robuſt people, of a deep copper colour, and are eſteemed intelligent merchants.

If the Hilloonas are believed to have been the original inhabitants of Magindanao, it is very reaſonable to ſuppoſe that they fled to the mountains to preſerve their liberty, when they were invaded by the Mahometan hoſts, which ſpread like locuſts, during the thirteenth and fourteenth centuries, over the eaſtern archipelago. Their ſavage ignorance and barbarous diſpoſitions ſeem to have become ſo habitual, as to leave them without the leaſt deſire, or, perhaps, without even the leaſt idea of any ſuperior degree of intellectual nature. The miſſionaries whom the zeal for infidel converſion, ſo well known in the Roman Catholic Church, employed to preach Chriſtianity to theſe inhuman people, were inſtantly ſeized and murdered by them.

The iſland is well wooded; many parts of it towards the ſea-coaſt, are covered with impenetrable foreſts: in others, the woods are ſcattered with a pleaſing irregularity, contributing not only to the beauty of the country, but to its comfort and convenience, by ſhading the hills and vallies from the ſcorching heat of the ſun. The ſpecies of trees that are moſt abundant, are the teake, the poone, and the larch; but its moſt valuable and precious growth, is the cinnamon tree, which is to be found in every part of the iſland, and is of a quality by no means inferior to

that

that of Ceylon. We received ſamples freſh from the tree, that poſſeſſed a delicacy of taſte and fragrance equal to any that is brought from thence. Our good friend the padre was ſo kind as to procure us forty young plants of the true cinnamon tree, which were intended for the Sandwich Iſlands. 1788. FEBRUARY.

The air of Magindanao is eſteemed ſalubrious, particularly in the vicinity of the ſea. The heat there is not, in any degree, ſo intenſe as might be expected, in a country which is ſituated on the very verge of the torrid zone. I do not recollect to have ſeen the thermometer at more than eighty-eight degrees, and it was very often ſo low as ſeventy-two. The prevalence of the Eaſterly winds on that part of the coaſt which is waſhed by the Pacific Ocean, renders the air cool and pleaſant, the trade-wind blowing inceſſantly on its ſhores. It acts, indeed, with ſo much power as to ſweep the whole breadth of the iſland; and though in its paſſage it loſes much of its ſtrength, it retains a ſufficient degree of force to afford refreſhing breezes to the inhabitants of the Weſtern ſhore. The interior parts are much colder, from a very cloudy atmoſphere, which frequently hangs over the ſummits of the mountains in thick and humid vapours.

The ſoil, which is very exuberant, is ſuited to the cultivation of the whole vegetable tribes. Rice is produced in the greateſt abundance; a pecul, or 133lb. may be purchaſed for a Spaniſh dollar.

The yam and ſweet potatoe are cultivated in the higheſt perfection. Here are alſo to be found the cocoa nut, pumble-noſe, mangoes, the jack, the plantain, oranges, limes, and, in ſhort, every fruit that is produced in climates of the ſame parallel.—Indeed nature has been extremely bountiful to the inhabitants, in producing for them the great variety of

1788. FEBRUARY. tropical productions, without any demand upon their toil and labour.

Here are alſo gold mines, which are ſuppoſed to be of conſiderable value;—and it may be naturally imagined that a knowledge or ſuſpicion of this circumſtance firſt induced the Spaniards to ſettle on this iſland:—but as the natives are ignorant of the art of forming mines, they remain unexplored by them; and, as we were informed, little, if any gold has been obtained, but what has been waſhed down by the autumnal torrents from the mountains which the Hilloonas inhabit, and who are in poſſeſſion of thoſe parts which are believed to contain the precious ore.—But theſe mountaineers are too numerous and reſolute to reſign a ſituation they have maintained ſo long, without a ſevere and bloody ſtruggle, and the Spaniſh power is, at preſent, far too feeble to make any attempt to diſlodge them.

Every part of the iſland abounds with buffaloes, cows, hogs, goats, &c. —It affords alſo great variety of fowls, and a ſpecies of duck, whoſe head is of a fine ſcarlet colour. Here are alſo a ſmall breed of horſes, remarkable for their ſpirit. The natives, however, principally employ buffaloes in the various branches of huſbandry and agriculture.

The people of Magindanao univerſally chew the betel and areka, but make a more moderate uſe of opium than any other inhabitants of the Eaſtern ſeas.

The proas of the Malayans are numerous and powerful; they carry from fifty to two hundred men; and the conſequence of their deſultory expeditions is bloodſhed, carnage, and captivity to the people of the defenceleſs towns and villages whom they ſurprize, or the unfortunate crews of veſſels which they may chance to capture.

The

The village or town of Samboingan is ſituated on the banks of a ſmall rivulet, which empties itſelf immediately into the ſea; and is agreeably ſhaded by groves of cocoa-trees. The number of its inhabitants are about one thouſand, among which are included the officers, ſoldiers, and their reſpective families. In its environs there are ſeveral ſmall look-out houſes, erected on poſts of twelve feet high, in all of which a conſtant guard is kept; ſo that it appears as if the Spaniards were in a continual ſtate of enmity with the natives. 1788. FEBRUARY.

The houſes are built of thoſe ſimple materials which are of very general uſe in the Eaſtern ſeas. They are erected on poſts, and built of bamboo, covered with mats:—the lower apartments ſerve for their hogs, cattle and poultry, and the upper ones are occupied by the family. Nor did it a little excite our aſtoniſhment, that the Spaniards, inſtead of creating an emulation and improvement among the natives, from their own ſuperior knowledge of the arts and conveniencies of life, ſhould inſenſibly ſink into the manners and cuſtoms of the very people whoſe ignorance they affect to deſpiſe. But, though their houſes have but little to boaſt, their piety has produced a decent church, which is built of ſtone. The fort is a very poor place of defence; and is, as far as we could judge, in an abſolute ſtate of decay; for the governor's cautious ſpirit took care to keep us from any particular examination of it. — Towards the land, its whole defence conſiſted of a ſimple barrier, with two or three pieces of cannon. — To a very moderate force indeed, this place would become an eaſy capture. Indeed, the Felice and Iphigenia might, without any aſſiſtance, have rendered the Spaniſh power very precarious in this ſettlement. — The military force conſiſted of from one hundred and fifty to two hundred ſoldiers, natives of Manilla, in which place alſo, the governor himſelf

1788. FEBRUARY. was born. They appeared to be in a ſtate of diſcipline by no means unworthy of the fortreſs which they garriſoned.

Samboingan is the Botany Bay of the Philippines, and crimes of a certain nature are puniſhed there by baniſhment to this place.—We did not ſee any of the delinquents, but we had reaſon to ſuſpect that there were ſeveral in ſome kind of cloſe confinement.

Inconſiderable, however, as this ſettlement may appear, the governor is ſuppoſed to clear thirty thouſand dollars in the three years of his reſidence there. This advantage he derives from furniſhing the ſoldiers with cloathing and proviſion,—from gold-duſt, cinnamon, ſpices, and other contraband goods.

The conduct of the inhabitants was governed by the moſt pleaſing decorum, for which they are ſolely indebted to the civilizing ſpirit of the old padre; as his two fellow-labourers in the ſpiritual vineyard, were rather calculated to deprave, than improve the poor people committed to their charge.—Indeed the former was of that amiable, conciliating diſpoſition, which is ſo well adapted to the cultivation of ſavage manners.—We were equally ſurprized at hearing a very tolerable band of muſic, which was compoſed of natives of the country.—It conſiſted of four violins, two baſſoons, with ſeveral flutes and mandolins. This unexpected orcheſtra were acquainted with ſome of the ſelect pieces of Handel; they knew many of our Engliſh country dances, and ſeveral of our popular and favourite tunes; but in performing the Fandango, they had attained a degree of excellence that the niceſt ears of Spain would have heard with pleaſure. The Malayans poſſeſs, in common with other ſavage nations, a ſenſibility to the charms of muſic, and are even

capable

capable of attaining no inconſiderable degree of perfection in that de- 1788.
lightful ſcience. FEBRUARY.

The good old prieſt had alſo taught the greater part of the town to dance; ſo that the inhabitants of this diſtant and unfrequented ſpot, poſſeſſed two amuſements which are the beſt calculated to enliven the dull, or ſooth the melancholy hours of life. On the evening previous to our departure, the governor, as we have already mentioned, gave us another proof of his polite and hoſpitable diſpoſition, by preparing a ball expreſsly for our amuſement.

About eight o'clock in the evening, the company met at the governor's houſe. The ladies, who were eſcorted by a number of young men of Samboingan, were dreſſed after the manner of the iſland, which borders on, as we may ſuppoſe it to be borrowed, from the faſhions of Manilla. It conſiſted of a veil which fell gracefully to the ancles, and was ſo arranged as to heighten real charms, and to make one fancy beauty even where nature had denied it. The arms alone were bare; but the folds were ſo contrived as half to diſcover the boſom, while the entire figure, in all the ſimplicity of nature, could not be deſcribed as being concealed from the exploring eye.—Their ancles and wriſts were adorned with bracelets of gold, which gave, as may be ſuppoſed, ſomewhat of a richneſs to an appearance that was already elegant. Many of them were extremely handſome; nor did certain arch looks, which appeared to be habitual, though they were heightened by the dance, render them leſs agreeable. The Fandango was performed in its utmoſt perfection;—the minuet was not diſgraced by their motions,—and Engliſh country dances, ſeveral of which were performed in compliment to us, have been often exhibited with far leſs grace and agility in many of our beſt aſſemblies, than in this diſtant and remote corner of the Philippine Iſlands.—This amuſement

1788. FEBRUARY. ment laſted till twelve o'clock, when all the company retired, with every appearance of the moſt perfect ſatisfaction.

For ſuch means of innocent amuſement, the people are indebted to the venerable padre, who himſelf joined in the dance. Indeed it would have been not only to the honour of Spain, but of the religion it profeſſes, if ſuch men had been employed, who, like this amiable prieſt, could make their miſſions a ſource of comfort and happineſs, inſtead of accompanying them with that ſeverity of diſcipline, and cruelty of compulſion, which renders converſion inſincere or miſunderſtood, and is in ſuch direct oppoſition to the mild and benevolent ſpirit of Chriſtianity.

The governor, however, with all his civility, would not permit us to land any inſtruments, in order to make aſtronomical obſervations; we were therefore obliged, under conſiderable diſadvantages, to take them on board the ſhips.

The latitude of the anchoring ground was, by the medium of ſeveral good meridian obſervations, 6° 58′ North, and the longitude, by twenty obſerved diſtances of the ſun and moon, taken by good ſextants, 122°, 28′ Eaſt of Greenwich. At this time the flag-ſtaff on the fort bore North half Eaſt, diſtant half a mile.

The anchorage before the fort is foul and rocky: a-breaſt of the town it is much better; a ſandy bottom and well ſheltered, except from the South Weſt quarter, and even then the wind has not ſufficient range to produce a ſea, or to be attended with any circumſtance of danger.

It will not, I truſt, be conſidered as foreign to the deſign of this work, if I interrupt the progreſs of my voyage, for a few pages, to offer ſuch obſervations

obſervations and notices as I had occaſion to make on the paſſage between the Northern Pacific Ocean and the China ſeas; ſome knowledge of which courſe, whether it be purſued to the Northward or Southward of the Philippines, muſt be of conſiderable uſe to Oriental commerce, and be particularly eſſential to ſhips that take the Eaſtern paſſage to China, which is occaſionally preferred, particularly during a war, by thoſe who are bound to the port of Canton, in the North Eaſt Monſoon. 1788. FEBRUARY

Nautical obſervations are, at all times, of the greateſt importance, and we offer ſuch as we have made, to the judicious reflection of thoſe who may be particularly intereſted in them. It muſt, indeed, be conſidered, that although in the track of the Felice and the Iphigenia acroſs the China ſeas, along the Philippines into the Pacific, no dangers were viſible to us; yet others, purſuing this route, may be leſs fortunate, as this very track is generally deſcribed as abounding with many. We indeed found a clear navigation, nor have we any reaſon to doubt, but that, with a proper degree of precaution, ſhips might find a ſafe and eaſy entrance into the China ſeas by Magindanao and the channel of Baſilan.

The Eaſtern ſeas are certainly ſet thick with perils, which, of courſe, render their navigation exceedingly precarious; nor are the difficulties of it leſſened by the circumſtance that thoſe perils are, in a great degree, unknown. Ships, indeed, which purſue the common track acroſs the China ſeas, with the South Weſt Monſoon, have not much to fear, if they do but make the different iſlands to procure freſh departures.—Lunar obſervations cannot at all times be taken, a circumſtance which ſhould animate vigilance and quicken precaution; of which, too much cannot be exerciſed in this arduous navigation.

It

1788. FEBRUARY. It would, by no means, be prudent for ſhips to work up the China ſeas againſt the North Eaſt Monſoon; and it would, of courſe, be equally hazardous to work down them during the blowing of the South Weſt. The currents are in ſuch number, and withal ſo various, that a ſhip is imperceptibly hurried into the midſt of danger, in which the utmoſt ſkill and activity will be ſeldom able, even in copper-bottomed veſſels, to eſcape deſtruction.

It is true, that there have been examples of ſhips who have accompliſhed their voyage againſt the reigning winds; but they ſhould rather be repreſented as extraordinary inſtances of good fortune, from having eſcaped a variety of dangers, any one of which might have proved fatal, than be cited to encourage others to purſue a ſimilar navigation: for beſides the riſks of a voyage, even if it ſhould be performed under theſe circumſtances, the chances are very much againſt the poſſibility of doing it, when the monſoons blow ſtrong either one way or the other.

As ſhips, even in the periodical winds, are expoſed to dangers, it is eſſentially neceſſary that they ſhould, at all times, be provided with a couple of chronometers; by the aid of which inſtruments the poſitions of ſhips may be aſcertained; for as they are liable to ſtop, ſhould ſuch an accident happen to one of them, the portion of time elapſed, may be determined by the other, particularly if they are obſerved every four hours, a circumſtance which ſhould be an object of the moſt careful attention. Their regularity alſo ſhould be examined and proved at every place where the ſhip ſtops a ſufficient time to make the neceſſary trial.

* There are many recent inſtances of very fatal accidents which have happened to veſſels, during the regular monſoons, from the want of theſe very uſeful inſtruments.

The

The ſhip Hornby, bound from Canton to Bombay, in the month of December, 1788, in a gale of wind, fell in with the iſland Pula Sapata, in the China ſeas, and was within a moment of being daſhed to pieces. She was ſo cloſe to the land, that nothing could have ſaved her but the violent rebound of the ſurge from the ſide of a rock; when, by being extremely alert in ſetting ſail, ſhe moſt fortunately got round it. 1788. FEBRUARY.

A Dutch ſhip in the ſame year, was loſt on the Prata ſhoal; her crew was ſaved in the long-boat, and got ſafe to Canton.

In the year 1789, and ſome time in the month of June, the ſhip Lizard, bound from Bombay to Canton, was wrecked on the Lincoln ſhoal. The captain and ſeven men were all which were ſaved of her crew. After undergoing the greateſt hardſhips and diſtreſs in a ſmall boat, they arrived at Canton.

The Argyleſhire, a large country ſhip, bound from Bengal to China, was ſuppoſed to have been loſt ſomewhere in the China ſeas.

The number of Spaniſh and Portugueſe ſhips which have been loſt in theſe ſeas alſo are by no means inconſiderable; ſo that too much vigilance and precaution cannot be employed in ſuch an hazardous navigation.

The ſhip Cornwallis, of eight hundred tons burthen, commanded by Captain William Counſill, ſailed down the China ſeas on her voyage to Bengal, in the month of May 1789, when it was to be ſuppoſed that the South Weſt Monſoon was ſet in, and encountered ſuch a variety of ſhoals, rocks and iſlands, that her eſcape was conſidered as miraculous. And had ſhe not been uncommonly well appointed, and navigated with

1788. FEBRUARY. ſuperior ſkill and ability, in all probability ſhe would never have reached Bengal.

As the following Extract of a Letter from on board this ſhip may be of conſiderable uſe to future navigators of theſe parts, no apology can be conſidered as neceſſary for the inſertion of it:

" MALACCA, *July* 4, 1789.

" WE arrived here on the 27th of June, after a paſſage of " forty-five days, from China, which we conſider as extremely tedious " for ſo prime a ſailer as the Cornwallis. In our paſſage down we " had an aſtoniſhing ſet to the Eaſtward: we could not make either " the Macclesfield or Pula Sapata. The firſt land that appeared to " view was on the 28th of May, bearing South Weſt half South, diſtant " four leagues, with a reef of dangerous rocks and breakers, which we " ſuppoſed to be the Andrades, being nearly in the latitude of them.— " At half paſt two, P. M. a ſhoal was ſeen from the deck, bearing " South Weſt half Weſt, diſtant two miles; and at four, ſtanding to " the South Eaſt, we were obliged to tack for another ſhoal, bearing " South Eaſt by Eaſt, diſtant two miles. On the South Eaſt end of " this ſhoal, is a low ſandy iſland, on which we ſaw the appearance of " a wreck: the weather was very ſqually; during the night we deemed " it prudent to ſtand under an eaſy ſail to the Northward, fearing this " chain of ſhoals might extend more to the South: the next morning " at day-break, we wore and ſtood to the ſhoals, and at ten, A. M. " made them. We were then obliged to haul to the Eaſtward and " Eaſt North Eaſt, till three P. M. and thus, by degrees, to clear

" the

" the different ſhoals which preſented themſelves to our view; eleven " of them forming a deep circle or curve, and are backed to the Weſt- " ward by very extenſive branches. They appear to extend from each " extreme, Eaſt North Eaſt, to Weſt South Weſt, and about twenty- " five miles in extent: and what adds to the danger in making them is, " that they are even with the ſurface of the water, which if ſmooth and " unruffled, they cannot be ſeen, there not being a rock about them but " the firſt. 1788. FEBRUARY.

" After clearing this reef, we ſteered to the Southward; and the next " day found ourſelves in a clear ſea.

" On the 30th at noon, breakers were ſeen bearing North Weſt " by North, diſtant eight or nine miles. This reef appeared to trend " the ſame as the laſt, and has dangerous rocks along the edge: its " extent is about three leagues: when the reef was ſeen, we were in " the latitude of 8° 47′ North, by a good obſervation; and by ſeveral " ſights of the ſun and moon, the longitude was 114° 14′, 45″ Eaſt, " which made us ſeventy-two miles to the Eaſt of our accounts. After " clearing theſe ſhoals, we ſtood to the South Weſt; when, on the " morning of the 4th of June, at five A. M. a low ſandy iſland was " diſcovered with a rock on it: this we ſaw very plain from the quar- " ter-deck; and before we could alter the ſhip's courſe, we were within " three quarters of a mile of a moſt dangerous reef of rocks, which " juſt preſented themſelves above the water. We had a fine breeze " during the night, and were going five or ſix knots an hour, but " fortunately it died away about four in the morning; ſo that half an " hour more of dark, or the continuance of this breeze, would have " been our inevitable deſtruction. This reef trends North North Weſt, " and South South Eaſt, and is five miles long. Its latitude is 7° 52′

1788. FEBRUARY. "North, and its longitude nearly 112° 32′ East. From our providential "escape, we called the island Providence Island, and the reef, Sebastian's "Reef.

"The many dangers we have been exposed to, has made it exceed-"ingly fatiguing:—At last we made the Natumas and Anambas, which "are both egregiously mistaken, both in latitude and longitude."

It appears therefore to be advisable for ships bound to China from Europe, if they do not reach the Straits of Sunda in the month of September, to determine on the Eastern passage, in order to avoid the difficulties we have just described; for, though the East-India ships Walpole, Belvedere and Walsingham, arrived in China in the month of November, 1787, it is a risk that can never be justified but by the most urgent necessity.

The Walsingham came up along the coast of Borneo, and was even favoured with a gale of wind at South West, on the coast of the Philippines, but nevertheless escaped such dangers as no prudent man would wish to re-encounter.—The Walpole reached the coast of Luconia, and made a good passage, though Captain Churchill found it equally dangerous; while the Belvedere, Captain Greer, pushed at once through the China seas, though the monsoon was supposed to have set strongly in.

These are instances of good fortune, which are rather to be considered as happy escapes from danger, than examples to imitate:—for it would surely be much more prudent to determine on an Eastern passage, particularly if Java-head is not reached by the tenth of October.

The

The ſtraits of Balli or Allas may, in this caſe, be ſafely paſſed, as Mr. Dalrymple's charts are very accurate; from thence the courſe is continued to the Macaſſar Straits, employing every neceſſary precaution on account of the iſlands and ſhoals that lie between thoſe ſtraits. 1788. FEBRUARY.

The ſtraits of Macaſſar are not without dangers, though they are but but few, and well aſcertained; the Experiment and Captain Cook paſſed through them, and made very good obſervations on their paſſage*. The Experiment, indeed, got on ſhore, and received ſome little damage. In the North Weſt Monſoon there is generally a current ſetting through to the Southward; the waters from the Pacific Ocean and Sooloo Archipelago being confined here, form, in general, this Southerly drift. In the paſſage of the ſtraits the winds are variable; but when it is cleared, they will be found to the Eaſt and Eaſt South Eaſt; and there is then little or no reaſon to doubt the being able to reach up under the ſhore of Magindanao, which is preferable to the iſland of Sooloo: here, at times, the winds are Weſterly, particularly in November and Decemb.r; the making Sooloo, therefore, would be attended with diſadvantages, as the currents and winds might render it difficult to get up to Magindanao, independent of a number of dangerous ſhoals and coral reefs, that are ſcattered between Sooloo and Baſilan: whereas, between the head of the Macaſſar Straits and the South Eaſtern extremity of Magindanao, there is no very imminent danger.—We ſailed through this channel, between Jelolo and the iſland of Morotay, and re-entered the Pacific ocean to the Southward of this iſland.

* Theſe ſhips were bound on a trading voyage, from Bombay to the North Weſt coaſt of America, in 1786.

The

1788. FEBRUARY. The currents here ſet South Weſt, and with the wind to the Eaſtward; it is nevertheleſs very practicable to reach the iſland of Baſilan, and, of courſe, Samboingan, where every neceſſary refreſhment is to be procured. We then ſteered our courſe to Sanguir, and thoſe ſmall iſlands which lie between it and the Southern extremity of Magindanao. Theſe iſlands are tolerably high, and well wooded, and ſurrounded with no danger but what is apparent, and therefore may be avoided. Sanguir is well inhabited, and affords refreſhments of various kinds. It is alſo ſaid to abound in ſpices, with which it carries on a trade with Magindanao. We found Eaſterly winds to prevail here with very little deviation.

Between the iſlands of Baſilan and Sanguir, there are ſeveral ſmall iſlets, which are not laid down in the charts; but we did not perceive any circumſtance of danger about them.

The paſſage by Samboingan is certainly much more eligible than that to the Eaſtward of Magindanao. Indeed to get to the Eaſtward is a matter of great difficulty.—It coſt us a great deal of time, trouble and vexation, to reach only the 147th degree of longitude: beſides the track is ſtrewed, as it were, with perils; ſmall, low ſandy iſlands, and numbers of reefs of coral rocks are every where viſible, which, during a dark night, would prove almoſt a certain deſtruction; and, to encreaſe the hazard, no ſoundings are to be procured, to give any warning of the approaching danger. But, even if we ſuppoſe theſe rocks and ſhoals to be cleared, it would not be prudent to tack before New Guinea is weathered; and, laſtly, the courſe to the Northward is to be conſidered as lying through thoſe dangerous iſlands, the Carolines, whoſe poſition has been conſidered as very uncertain, till it was aſcertained by the Iphigenia, as well as the contiguous ſhoals; and, in particular, the Shoal Abregoes,

whoſe exiſtence was univerſally doubted, but is now found to be placed in the track of ſhips entering the China ſeas from the Pacific ocean, between Formoſa and Luconia. 1788. FEBRUARY.

If the paſſage to the Weſtward of Magindanao be preferred, there is no danger to be apprehended, at leaſt, that we ſaw, from entering the channel of Baſilan: in the latter, conſiderable overfalls will be found, but nothing elſe, up to the place of anchorage off Fort Caldera. This paſſage is alſo by much the ſhorteſt; and, in our opinion, to be, in every reſpect, equal to that of the Pacific Ocean, excluſive of the very important conſideration of refreſhing the crews of ſhips.

On leaving Samboingan, the navigator ſhould hug the ſhore of Magindanao cloſe on board, as much as poſſible, as the wind will be generally found to blow off the ſhore, which is ſteep cloſe to, and no danger to be apprehended from it. The directions of anchorage are already expreſſed in the account which has been given of the ſettlement of Samboingan.

From Magindanao, it will be proper to ſteer a direct courſe for the South part of the Iſland of Panay;—if the wind is not very favourable, it will be neceſſary to border the coaſt of the Iſland del Negros; nor is there any danger to be apprehended from ſteering cloſe to Panay, as it has a very bold coaſt, till the Weſt point of the Iſland of Mindoro is reached: from thence the courſe lies to the coaſt of Luconia, where conſiderable advantage will be received from the currents which run to the Northward, during the period of the North Eaſt Monſoon, off Cape Bolinow, from twenty to twenty-five miles in twenty-four hours, and oftentimes as high as Cape Buxadore.

The

1788. FEBRUARY. The greateſt precaution ſhould be obſerved about the period when the monſoons change,—a time to be dreaded above all others in the China ſeas;—if, therefore, ſhips ſhould have reached Samboingan any time in the month of October, it would be extremely proper for them to remain there till the North Eaſt Monſoon is ſet ſtrongly in. After October, the paſſage to and from Manilla to China is always certain. Even the worſt of the Spaniſh ſhips, and they are the moſt miſerably equipped of any veſſels in the world, work up the coaſt of Luconia to the height of the iſland, aſſiſted by the Northerly current; they then ſtretch over to the coaſt of China, and are certain of effecting their paſſage.

On the whole it is evident, that this route is the ſafeſt, as well as the moſt expeditious; and, at all events, ſuperior to that of the Weſt coaſt of Borneo.

If the Pacific Ocean ſhould be preferred to effect the paſſage by ſtretching to the Eaſtward, and then tacking to weather Luconia, it would be right to ſtand to the Eaſt till the coaſt of New Guinea is weathered, and the 150th degree of longitude is reached; when it is probable, that the dangerous groupe of iſlands, called the Carolines, will be weathered; amongſt which are included the Pelew, and other low iſlands, which are ſurrounded by reefs of rocks to a great diſtance, and are without any ſoundings to give notice of danger in dark and ſtormy nights.

Between Magindanao and New Guinea, there are ſo many cluſters of theſe low iſlands, as to require, and almoſt to baffle the utmoſt vigilance and precaution.

When to the Northward of theſe dangers, the Baſhee Iſlands may be made, ſeen by Dampier, or the Iſland of Botol Tobago Xima, ſeen by Lord

Lord Anſon; but it would be the beſt way to make the latter, exerciſing every poſſible degree of attention to avoid the Abregoes ſhoal, which is extremely dangerous. When Botol Tobago Xima is viſible, one may ſteer without the leaſt apprehenſion, even in the darkeſt night, South Weſt 14 leagues, when the rocks of Ville Rete will be rounded at a moderate diſtance, and the China ſeas may be entered by hauling up to the Northward and Weſtward. There is a ſmall rocky iſlet, bearing nearly Eaſt of Botol Tobago Xima, ſome miles diſtant;—and great attention ſhould be paid that the former may not be miſtaken for the latter. 1788. FEBRUARY.

The rocks of Ville Rete are extremely dangerous; they form in a cluſter, and are ſurrounded by breakers; the largeſt of them is about the height of a ſmall ſhip's hull out of the water: they bear off the South end of Formoſa, South Weſterly, five leagues. We thought that, from the maſt-head, we could diſtinguiſh a channel between them and Formoſa.

The laſt time we made Botol Tobago Xima it was almoſt dark,—the weather ſtormy and hazy; and, very ſhortly after, it blew a tremendous gale of wind at Eaſt. We ſteered South Weſt 15 leagues, and hauled up Weſt and Weſt North Weſt, and entered the China ſeas at midnight, without ſeeing any thing of Formoſa. The longitude of theſe places is laid down by us from good obſervations of the ſun and moon. In this run, the general account muſt be laid in having a ſtrong current ſetting to the Weſtward, from the moment a ſhip puts her head to the Northward.

The land generally made on the coaſt of China is about the Pedro Blanco, or White Rock: from thence, within the Lema Iſlands, is a ſafe paſſage to Canton, and no danger of any kind to be apprehended. By this courſe the Prata ſhoal, whoſe dangers are ſo well known, is avoided.

1788. FEBRUARY. If a ſhip enters the China ſeas by making the Baſhee Iſlands, her paſſage to Canton may be endangered, from the ſtrong Southerly currents at that ſeaſon. This paſſage, therefore, is not ſo ſecure as the former, particularly as the Spaniards have ſeized theſe iſlands, and eſtabliſhed a force on them, though at preſent of no great ſtrength or power.

The Baſhee Iſlands, however, are bold and ſafe;—we were here in 1786, and procured refreſhments. It may not be generally known that the Spaniards have taken poſſeſſion of them. But ſo it is; and a governor reſides on Grafton Iſle, with about an hundred ſoldiers, ſeveral officers, a few prieſts, and five or ſix pieces of cannon, which are mounted before his houſe; but without fortification or defences of any kind.

Our ſtay at theſe iſlands was ſo ſhort, as not to afford us an opportunity of attaining any thing but a very general information concerning them; but, as very few ſhips have ever been known to viſit the Baſhee iſlands, it may not only ſatisfy curioſity, but be of uſe to the Oriental navigation, to offer ſuch intelligence as we poſſeſs from our own obſervation, or the information of others.

Theſe iſlands, which are ſituated between Formoſa and Luconia, are five in number,—beſides four ſmall rocky iſlets, which, however, are covered with verdure. Dampier gave the following names to the five larger of them: Grafton Iſland, which is the moſt conſiderable,—Monmouth Iſland, which is the next in ſize,—Goat Iſland, Orange Iſland, and Baſhee Iſland, which are much ſmaller than the two former. They are inhabited by a race of ſtrong, athletic men, who have been hitherto happy in a ſoil that produced every thing neceſſary for their ſupport and

Bashee Islands.

Islands; thro' which Ld. Anson pass'd.

Orange Island.
Top of Grafton Island seen over it.

Island of Botol Tobaso Yiema.
First seen by Lord Anson.

The S. W. Extremity of Magindaneo.
bearing S.b.E. to E.S.E. distance of shore 4 leagues entirely cover'd with Woods.

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comfort:—But we cannot ſuppoſe that the happineſs theſe people poſ- 1788.
ſeſſed will find any addition from the yoke of Spain. FEBRUARY.

Orange Iſland lies North and South, and is almoſt inacceſſible on every ſide: it is entirely flat at the top: at the diſtance of four leagues, on approaching it from the China ſeas, the peak on Grafton Iſle is very diſcernable over this high flat. We ſhould ſuppoſe, that the iſland is fifty feet above the level of the ſea.

On the North of this iſland, are four rocky iſles, called Anſon's Rocks; two of them are within three miles of the North end of the iſland.—We entered this paſſage and diſcovered no danger: a large ſhip might even bruſh her ſides againſt Orange Iſland. The other two ſtand four or five miles from the former, and from that paſſage which Lord Anſon made in the Centurion.

Grafton Iſland is ſituated to the Eaſt of Orange Iſland; ſtands nearly North and South, is of conſiderable extent, being about thirteen leagues in circumference, and has a good anchorage on the Weſtern ſide. About two miles to the Southward of the town where the governor reſides, is a ſmall ſandy bay, where we anchored in nine fathoms, about half a mile from the ſhore; the ſoundings gradually decreaſing from forty fathoms to nine fathoms; but the bank does not run off more than two miles. The latitude of the ſhips poſition was 20° 36′ North, and longitude, by obſervation of ſun and moon, 122° Eaſt of Greenwich.

The appearance of this iſland is extremely beautiful and luxuriant; and the ſupplies we received very well anſwered to the charming ſcene of their production. The natives brought us abundance of the fineſt yams in the world, with ſugar cane, taro root, plantain and other vege-

1788. FEBRUARY. tables: we alſo received hogs and goats in great plenty, but very little poultry. Iron was the favourite commodity of theſe people, though beads, at times, ſeemed to poſſeſs an equal, if not ſuperior value.—Indeed, ſince the Spaniards have poſſeſſed themſelves of theſe iſlands, money as well as iron are in uſe among them. In the time of Dampier, beads were the only medium of their commerce. We left the governor a breed of Bengal ſheep, which, when put on ſhore, roamed in a clover paſture, and on a ſoil of exuberant fertility. There can be no doubt but that thoſe animals will thrive in their new abode, and that future navigators ſtopping at theſe iſlands, will meet with a plentiful ſupply.

The water on the iſland is very fine, in great abundance, and cloſe to the beach; a ſmall reſervoir being formed there, which is ſupplied by a rivulet that flows from the mountains.

A Spaniſh force arrived at theſe iſlands ſome time in the year 1783, to take poſſeſſion of them; with what view it is, by no means, difficult to conjecture, when it is known that they were ſuppoſed to contain mines of gold. We certainly ſaw a conſiderable quantity of gold duſt in the poſſeſſion of the natives, and ſeveral ſmall pieces which, in all probability, had been waſhed down by the torrents from the mountains, and found in the beds of the rivulets with which theſe iſlands abound.—Theſe, ſome of which we purchaſed, were manufactured into thick wire, and worn as ornaments in their ears, or about the necks of the children.

They are well inhabited by a race of inoffenſive people, whoſe chief delight conſiſts in drinking a liquor called baſhee, which is diſtilled from rice and the ſugar cane. In the evening, men, women and children meet in crowds on the ſhores, with torches in their hands, and drink baſhee till they are intoxicated, when they engage in dancing, and diſplay every

every mark of ſatisfaction and contentment. It is, however, very much to be feared that theſe iſlanders muſt have already found a mortifying interruption to their feſtive pleaſures, from the tyranny and bigotry of Spaniſh dominion. 1788. FEBRUARY.

The weather in the South Weſt Monſoon is extremely tempeſtuous; and when gales of wind blow here, they are of the moſt ſtormy and violent nature.

The currents and tides run rapid and ſtrong, particularly along the Southernmoſt of theſe iſlands, all of which are low; it is neceſſary, therefore, that ſhips ſhould give them a good birth in their paſſage between theſe iſlands and Formoſa.

CHAP.

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CHAP. V.

Departure of the FELICE *from Samboingan.—Paſs the Felice's Iſles.—Mention of the Orders and Inſtructions given by the Merchants, Proprietors for performing the Voyage.—Extraordinary Change in the Temper of the Buffaloes received on board.—Paſs the Iſland of Magindanao.—Rapidity of the Currents.—Eſcape the Iſland of Providence.—Paſs the Talour Iſlands.—Iſland of Sanguir.—See the North Cape.—Impoſſibility of Weathering it.—Invariableneſs of the Trade Winds in the Pacific Ocean.—Bear up to Leeward of the North Cape.—Paſs the Iſland Riou.—The Channel between Morintay and the Iſland of Jelolo.—Fragrance of the Air.—Paſs the Southern Extremity of Morintay.—Reach the Sea.—The Latitude of Morintay aſcertained.*

Tueſday 12. ON the 12th of February, at day break, we had loſt ſight of Samboingan, and purſued our courſe along the coaſt of Magindanao: the latitude at noon was 6° 34′ North, and the extreme part of the iſland in ſight, bore Weſt North Weſt, diſtant twelve leagues. The iſland of Baſilan bore from South Weſt by South, to Weſt North Weſt four leagues: in this poſition the hill we have already mentioned, as reſembling a Mandarin's cap, was very conſpicuous.

We obſerved two ſmall iſlands ſituated between Magindanao and Baſilan, bearing North by Eaſt, diſtant four miles: they were not of any great extent, but entirely covered with wood. As they bore no place on the charts, they were named Felice's Iſles.

A con-

A conſiderable current had ſet us during the night to the North East; the wind blew freſh from the Northward and Southward, and at ſunſet we could but juſt diſcern the iſland of Magindanao. 1788. FEBRUARY.

Previous to our departure from Samboingan and ſeparation from the Iphigenia, the orders and inſtructions marked Number II. in the Appendix, were delivered to Captain Douglas, for the guidance of his future conduct. Thoſe marked Number I. were delivered by the merchants proprietors before our departure from China. Theſe inſtructions contain at large the motives to, and real objects of, the voyage; and it will not ſurely be erring from the truth, if it is aſſerted, that they do not contain a ſingle expreſſion inconſiſtent with that humanity, or derogatory of thoſe principles which it is the honour of Britiſh merchants to adopt, in conducting their commerce in the different quarters of the globe. Theſe orders and inſtructions may be ſaid, without any fear of contradiction, to breathe, in every part of them, that ſpirit of benevolence and juſtice, and to contain thoſe honeſt incitements to induſtry, which, in whatever part of the habitable earth they are exerted or employed, muſt ultimately tend to the honour of humanity, and the advantage of our country.

On the 13th, we continued our courſe, with light and variable winds; the weather ſultry and cloudy. By ſix in the evening, we had loſt ſight of the South Weſtern extremity of Magindanao; off which we had perceived an iſland of a remarkable appearance, that wore the form of a mountain, whoſe ſides ſhelved almoſt perpendicularly to the ſea. Wedneſday 13

During the night we had heavy rain;—our courſe was to the Southward and Eaſtward; to cloſe in with the South Eaſt end of Magindanao, which,

on

1788. FEBRUARY. Thurſday 14 on the following morning, we had conſiderably neared; when we found it to be high and mountainous, and entirely covered with wood from the ſea to its ſummit. We frequently ſounded, but procured no ground with one hundred fathoms of line. The latitude at noon was 6° 2′ North, at four P. M. the extreme point of Magindanao in view, bearing Eaſt half North, diſtant eight leagues; we hauled to the Eaſt South Eaſt to double the Southern extremity.

Friday 15 An extraordinary change now took place in the ſpirit and temper of the buffaloes which we had received on board at Samboingan. They were ſo extremely wild and fierce, that it was with great difficulty and ſome danger we were able to embark them; and ſo dexterous are they in the management of their horns, that even the natives did not venture to approach them in their new ſituation. But the natural ferocity of their nature ſeemed at once to abandon them, and they were already become ſo tame as to eat out of the hand, and were actually much leſs vicious than our other cattle.

On this morning, we found that a conſiderable current had ſet us to the Southward of Magindanao. It bore from us North, diſtant about 11 leagues: the Southern extremity formed an high promontory, which wore the appearance of an iſland.

We now congratulated ourſelves on entering the Northern Pacific Ocean with ſo little trouble; but this ſatisfaction was very much diminiſhed from the unfavourable ſtate of the wind, which we found to blow from Eaſt North Eaſt. The latitude at noon was 4° 58′ North, and the longitude 126° 36′ Eaſt of Greenwich. At this time we perceived two ſmall iſlands, bearing South South Eaſt, diſtant five leagues;

and the promontory of Magindanao was yet in ſight, bearing North, diſtant 13 leagues. 1788. FEBRUARY.

The current now ſet us ſo ſtrongly to the Southward, that we could not weather the two little iſles ſeen in the South South Eaſt; and perceiving a clear channel between them of a mile and an half, we determined to puſh through it. Theſe iſlands are lofty, and covered with wood. From the North and South points of the Northernmoſt iſland, there runs a ſpit of land for half a mile; and ſome detached rocks from the Northernmoſt point, at about a mile diſtance: on theſe rocks we obſerved a few ſcattered trees, which render them very remarkable. When in mid-channel between the iſlands, we ſounded, and had ſixty fathoms, with white and red ſhells. We had ſcarce paſſed through, when the Southernmoſt iſland opened into two diſtinct ones, with the appearance of a channel between them. At the ſame time, we ſaw another iſland, bearing Eaſt South Eaſt, diſtant four leagues, which was alſo covered with wood; and from the maſt-head we diſcerned a dangerous ſhoal and reef of rocks, which extend near three miles from its South End, and are very remarkable from their whiteneſs. Another iſland appeared on the lee-beam bearing South South Eaſt, diſtant eight leagues; and, in this poſition, the promontory of Magindanao bore Eaſt North Eaſt, diſtant 18 or 20 leagues.

Our ſituation differed, at this time, from every chart in our poſſeſſion; it became neceſſary, therefore, to proceed with the utmoſt precaution through this archipelago. The North Cape on the Iſland of Morintay, by our account, bore Eaſt North Eaſt 134 miles; and the Cape of Good Hope, or Northern extremity of New Guinea, South Eaſt, 470 miles. The wind kept ſteadily to the Eaſt North Eaſt; and as we paſſed thoſe iſlands, we found ourſelves drifted almoſt bodily to leeward

1788. FEBRUARY. by a rapid Southerly current. Such a continuation of unfavourable circumſtances left us no very flattering proſpect of being able to weather the North Cape; beſides, we were not without apprehenſions that we ſhould be obliged to bear away, and run through ſuch a dangerous cluſter of iſlands as the Moluccas; a navigation which is conſidered as the moſt dangerous in the Indian ſeas. We were not, however, without ſome expectations, that the near vicinity of the Sun to the Line would produce ſome abatement of the influence of the North Eaſt Monſoon. But, after all, taking both the favourable and unfavourable circumſtances in a proper point of view, with the dark and tedious nights, the courſe before us could not be conſidered but as replete with difficulties and perils, both of which muſt be greatly augmented, if tempeſtuous weather ſhould unfortunately overtake us.

The current, like a vaſt, but ſteady, rapid ſtream, ſwept us bodily to leeward:—it ran, at leaſt, three miles an hour; and we had every reaſon to believe, that it ran much ſtronger as it approached the Straits of Macaſſar. Indeed, it ſwept us away ſo much, that we were not able to reach the iſland ſeen in the South Eaſt by Eaſt quarter, by five leagues.

During the night of the 15th, we had a great deal of wind, but the ſea was uncommonly ſmooth; a certain ſign that we were in the vicinity of ſome great body of land. We kept ſteering to the South Eaſt by Eaſt, with a ſteady gale to the Northward and Eaſtward. The courſes were hauled up in the brails, in order to ſee more diſtinctly, and to be in a ſtate of preparation to haul upon either tack, to avoid any immediate or preſſing danger. Theſe precautions proved to be extremely neceſſary; for about midnight we diſcovered, by the light of the moon, that we were cloſe to an iſland, covered with a white ſand, and almoſt on a level with the water. We very fortunately perceived this dangerous object,

object, near half a mile from us; and had ſufficient time to put the helm a weather, and bear up to leeward. We then ſounded, but found no ground with an hundred fathoms of line. We continued, however, to give it a good birth until two in the morning, when we loſt ſight of it, and then reſumed our courſe to the Eaſt South Eaſt, with a freſh gale from the North Eaſt. 1788. FEBRUARY.

Theſe low, ſandy iſlands, which are ſcattered every where near the Line, render the navigation of thoſe parts of a very perilous nature. No ſoundings can be obtained to warn the navigator of the approaching danger: ſo that in a dark night no vigilance or precaution is ſufficient to ſecure him from the imminent hazard of deſtruction.

At ſun-riſe, land appeared, extending from North Weſt to Weſt, at the diſtance of 16 leagues. The ſmall, low, ſandy iſlet ſeen in the night, we judge to lie in the latitude of 4° 1′ North, and in the longitude of 127° 10′ Eaſt, to which we gave the name of Providence Iſland. At noon, the latitude was 3° 32′ North. During the laſt twenty-four hours, we experienced a current that ſet the ſhip thirty-three miles to the Southward. The longitude was 127° 58′ Eaſt. Land was now ſeen in almoſt every direction, extending from Eaſt North Eaſt to Weſt North Weſt; and, to the Northward and Eaſtward, appeared broken and detached, as if compoſed of a groupe of iſlands. The Weſtward land was diſtant from us about 15 leagues. Saturday 16

At ſun-ſet, the body of the windward iſles bore North North Eaſt, at the diſtance of 14 leagues. Our poſition was now extremely doubtful; nor could we reconcile it to any of the charts on board. We were, indeed, inclined to ſuppoſe, that the land to the North North Eaſt conſiſted of thoſe iſlands named the *Talour*, and the land to the Weſtward

1788. FEBRUARY. the Iſland of Sanguir. If our conjectures were right, the currents muſt have acted on us with great force in ſetting us to the Southward; and it now became a matter of painful uncertainty if we ſhould be able to weather the North Cape; which was an object of the utmoſt importance.

We had, indeed, flattered ourſelves, that, on our approach to the Line, we ſhould have experienced variable winds; but hitherto the wind ſtood, as it were, immovably to the Eaſt; nor did it ſeem inclined to give us a point of advantage. Our preſent ſituation, therefore, as well as our future proſpect, was clouded with uncertainty; and the chance was but too probable that we ſhould be driven to leeward of Jelolo, and conſequently be forced to encounter a navigation of the moſt difficult nature.

We were fully convinced, that, if the North Cape could not be weathered, a paſſage muſt be attempted through the Moluccas, to the Southward of Jelolo, where there was good reaſon to expect that we ſhould meet, if not the North Weſt Monſoon, at leaſt with ſuch variable winds as would allow us to re-enter the Northern Pacific Ocean by Pitt's Straits; but even then, it was by no means certain, whether we ſhould be able to weather the coaſt of New Guinea; nor could we reflect, without extreme mortification, on being obliged to run down its Weſtern coaſt, and, by Endeavour's Straits, to reach the Southern Ocean; as ſuch a courſe, during which the long and dark nights would continually obſtruct and delay our progreſs, muſt, in the end, totally defeat the purpoſe of our voyage.—On the other hand, if we ſtood to the North, in order to beat round New Guinea, againſt a ſtrong monſoon, there was every reaſon to believe that we ſhould fail in our purpoſe: indeed, we found it neceſſary to give it up, from the evident impoſſibility of effecting it, without a great waſte of that time of which we had ſo little to ſpare. Theſe difficulties were of a nature not eaſily to be overcome;

come; and the event proves how narrowly we eſcaped from encountering the very obſtacles which our apprehenſions had placed before us. 1788. FEBRUARY.

During the night of the 16th, we continued ſteering to the Eaſt South Eaſt under a preſs of ſail. The moon ſhone clear and bright, ſo that any danger round the horizon would have been readily diſcerned.

On the morning of the 17th, land was ſeen a-head, bearing in the direction of Eaſt, at the diſtance of 12 leagues; and to leeward, land was alſo ſeen bearing South South Weſt. The latitude at noon was 2° 40′ North. The North Cape now bore from us Eaſt, Northerly, at the diſtance of 14 leagues. The wind blew ſteadily from the North Eaſt and Eaſt North Eaſt, with a ſtrong Southerly current. Sunday 17

We continued cloſing in with the North Cape, in expectation of receiving the advantage of a land wind; when, at ſix in the evening, being within two miles of the iſland of Morintay, we were obliged to tack and ſtand to ſea for the firſt time.—We could not find any ſoundings with an hundred fathoms of line.—But although we were ſo unfortunate as to fall to leeward of the North Cape, we were determined not to relax in our endeavours, till we were convinced of the impracticability of weathering it; and it was with this view we tacked and ſtood to ſea. Monday 18

By ten o'clock in the morning, we were again cloſe in with the iſland of Morintay, having tacked at midnight for the ſhore; but neither at ſea, or cloſe in with the land, were we ſo fortunate as to experience any alteration of the wind in our favour. We had alſo the mortification to obſerve, that the Southerly currents had ſet us during the

1783. FEBRUARY. the night, bodily to leeward of the poſition we had occupied on the preceding evening. At noon the latitude was 2° 35′ North, and we had entirely loſt ſight of the North Cape, which now bore Eaſt by North, diſtant 17 leagues, immediately in the wind's eye.

The impracticability of effecting our object was now become ſo apparent, as to embarraſs our ſituation with a choice of difficulties. We diſcovered, however, a narrow channel between a ſmall iſland, bearing South South Eaſt, at the diſtance of four leagues, and the iſland of Morintay. Jelolo was alſo very diſcernible: the Northernmoſt point of which bore South Weſt, diſtant only 13 leagues. Between this point and the iſland we have juſt mentioned, there appeared an extenſive channel; we had, therefore, no other alternative, but to make our paſſage through it, and round the Southern extremity of Morintay, without riſking any more of our time, which was now ſo precious, in fruitleſs endeavours to weather the North Cape againſt winds, currents, and ſea.

We were perfectly aware, that, having once entered upon this courſe, there would be no poſſibility of returning; as well as that it might entangle us in the ſhoals of Jelolo and the deep gulph of Chiauw, which is alſo filled with ſhoals and ſhallows, and into which the monſoon perpetually blows, backed by conſtant currents. Such a combination of circumſtances were more than ſufficient to convince us, that in proſecuting our preſent deſign we muſt be governed by an unremitting perſeverance. Accordingly, at noon, we bore up for the channel between the iſlands Riou and Jelolo; and by four P. M. it was open, and appeared of ſufficient breadth to navigate; but in the middle ſeveral ſmall, low, and ſandy iſlands were ſituated, which might, in ſome meaſure, interrupt, if not endanger the navigation of the channel; we, therefore, purſued our courſe along the coaſt of Riou, at the diſtance of two miles:

—the

—the land was every where covered with wood to the water's edge; but, as far as we could diſcover, without the veſtige of an habitation. We could not obtain ſoundings with forty fathoms of line. 1788. FEBRUARY.

At half paſt four, the high mountains of Jelolo appeared to rear their ſummits above the horizon, which immediately ſettled the critical nature of our ſituation. We had now advanced ſo far, that any attempt to return would have been the extreme of folly;—the channel was already paſſed, but the Iſland of Morintay extended a great deal farther to the Southward than any of the charts had laid it down:---Riou was alſo paſſed; and now a deep, capacious channel was formed by Jelolo and Morintay, of near 12 or 13 leagues in extent. The great gulph of Chiauw was now under our lee;—a range of low, ſandy iſlands, connected with ſhoals, were ſituated about five leagues off Morintay, in the channel along which we ſteered. The moon ſhone very bright, or we ſhould not have ventured to proceed during the night. The wind blew ſtrong from the North Eaſt; and men were conſtantly kept in both chains, to attend to the ſoundings, as well as on the yards to look out for broken water, or any other circumſtance of danger. As we paſſed thoſe iſlands, the ſhoals appeared very plain, at the diſtance of about four miles, and we could ſee a dreadful ſurf rolling over them. Our ſoundings were now from ſix, ſeven, to eight fathoms, very regular, and over an hard, ſandy bottom. On getting more out into the channel, we had fourteen, twenty, and ſometimes even thirty fathoms, with the ſame kind of ground. Theſe iſlands extend near five leagues, North and South,—are about five leagues from Morintay, and eight from Jelolo. We think it would be increaſing the incidental hazards of this channel to paſs between the iſlands and Morintay, as we found a ſtrong and rapid current ſetting us almoſt due South.

It

1788. FEBRUARY. It was greatly to our mortification that we paſſed this channel during the night, as we were thereby prevented from ſending boats on ſhore to examine the nature of the ſoil, and to look for turtle, as low, ſandy iſlands are places where they are generally found. In our paſſage we perceived the air to be ſtrongly perfumed with ſpicy odours; ſome of us even imagined they could diſtinguiſh the peculiar fragrance of the nutmeg plant.

As we cleared this chain of iſlands and ſhoals, we kept as cloſe to the wind as poſſible, to near, once more, the South end of Morintay, which Tueſday 19 we happily effected by break of day on the 19th, being only three leagues from it. We kept ſteering thus till noon, when the latitude was 1° 47′, the extremes of the iſland of Riou bearing from South Weſt by Weſt, to South Weſt, one half South, diſtant nine leagues; and the extremes of Jelolo bearing from South South Weſt, to South Eaſt, diſtant eleven leagues: in this poſition the channel we had ſailed through was entirely cloſed.

Wedneſday 20 Our courſe was continued to the Eaſt South Eaſt, with the wind from the North Eaſt, but light, till the 20th; when at noon, we had, to our great joy, a conſiderable offing towards the ſea; the latitude was 1° 56′ North, the iſland of Morintay bearing from South by Weſt, half Weſt, to Weſt by North, half North, diſtant ſixteen leagues; and the iſland of Jelolo bearing from South by Weſt to South Weſt, diſtant fourteen leagues. Thus we moſt happily reached the ſea, without any material loſs of time, and through a channel which, in any other ſituation, we ſhould not have ventured to paſs; though we ſaw nothing to prevent a ſhip paſſing it with eaſe and ſafety, by following the example of our precaution, and attending to the particular circumſtances which have been juſt related;—The bearings are marked with all poſſible care and fidelity, for

for the benefit of any navigator, who, from preference or neceſſity, may think proper to follow our courſe. 1788. FEBRUARY.

From Magindanao we had hitherto experienced a continuance of ſtrong currents, ſetting to the South and South Weſt; the wind invariably at North Eaſt; and, in the whole track, from that iſland to Morintay, we have noticed moſt of the dangers which lie between them.

We conſider the Southern extremity of the iſland of Morintay to be in the latitude of 1° 40′ North, and the longitude 128° Eaſt of Greenwich :— The land which was ſeen on the 16th, muſt have been, as we then conjectured, the Talour Iſles, and the Iſland of Sanguir.

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CHAP. VI.

Ship's Courſe purſued to the Eaſtward.—Currents ſet her to the Iſland of Wagiew.—Symptoms of the Scurvy among the Crew.—Wind veers, for the firſt Time, to the North Weſt.—Paſs Wagiew and the dangerous Tatee Iſles.—Freewitl Iſles ſeen.—Natives come on Board.—Their Joy at ſeeing Iron.—Some Account of thoſe Iſles.—Their Latitude and Longitude, &c.—The ſtrong Currents in their Vicinity.

Friday 22 NO material occurrence happened till the 22d; the courſe was kept to the Eaſt South Eaſt; the wind blew ſteadily from the North Eaſt, and we daily experienced a Southerly current. At this time the Northern extremity of New Guinea bore from us in the direction of Eaſt South Eaſt, diſtant 120 leagues, when we ſaw land, bearing Eaſt South Eaſt, to Weſt by North, at the diſtance of about nine leagues from the body of it. The land to the Weſtward we concluded to be the Iſland of Wagiew, which forms the Northernmoſt part of Pitt's Straits; but of the land to the Eaſt we could form no conjecture, as none appeared to be marked on the charts in that direction. The latitude at noon was only 22′ North of the Line, and the longitude was 131° 10′ Eaſt of Greenwich. At this time the Iſland of Wagiew extended from South Eaſt by Eaſt, to Weſt, and our diſtance from the body of it might be about ſix leagues.

In this ſituation we were drifting bodily to leeward on Wagiew, and found it to be almoſt impoſſible to double the extremity of this iſland, much

much leſs New Guinea, without ſome favourable alteration of the winds, which had hitherto never varied from the North Eaſt; beſides, the ſtrong Southerly currents had now ſet the ſhip thus far, ſo that we were altogether in a ſituation ſurrounded with circumſtances of uncertainty and embarraſſment. We ſcarce knew how to expect a change that would be propitious; and, nevertheleſs, a patient expectation of it ſeemed to be almoſt the only reſource, ſuch as it was, that remained to us. The weather was extremely ſultry, but the winds were light, which was the only favourable circumſtance of which we could boaſt. A perſevering ſpirit, however, ſometimes ſurmounts dangers that appear to be inſurmountable, and we determined to continue the exertion of it. 1788. FEBRUARY.

This day, at noon, we had made no progreſs whatever. The latitude was 0° 20′ North of the Line; and the longitude was 131° 30′ Eaſt. We were now diſtant only five leagues from Wagiew, which extended from Eaſt South Eaſt, to Weſt South Weſt. The land bore a very different appearance from that which we had hitherto ſeen:—it was extremely high, compoſed of broken and detached hills, and preſented, as far as we could diſcover, a very barren aſpect.—It ran due Eaſt and Weſt, and all the hills ſhelved abruptly into the ſea. We could procure no ſoundings with one hundred and fifty fathoms of line. A ſmall iſland was alſo perceived in the North Eaſt quarter. Saturday 23

Thus were we approaching every moment nearer to the land, without any proſpect of ſuch a change as would reward our perſeverance.—We had now been purſuing, for a long month, an intricate and fatiguing navigation, without having made any conſiderable progreſs. The ſultry heats alſo began to affect ſeveral of our people; and the expectation of the tedious paſſage to America, with which we were threatened, rendered

1788. FEBRUARY. the crew not only diſſatisfied, but deſpondent. Symptoms of the ſcurvy had begun to appear, in ſpite of our ſtrict adherence to thoſe admirable rules of regimen ſo happily conceived, and ſucceſsfully practiſed by Captain Cook. We had now redoubled our attentions to keep off the internal enemy that threatened us, with an anxious expectation of ſucceſs, but we know not how far that would have been gratified, if an alteration had not taken place with us, which enlivened the drooping ſpirits of the crew, and animated them to new endeavours. At four in the evening of this day, when we were within three leagues of the iſland, the wind ſprung up on a ſudden from the North Weſt, which was the firſt favourable change we had experienced ſince our departure from Samboingan.

We took an immediate advantage of this fortunate circumſtance in our favour; the courſe was altered to the North Eaſt, and all ſail ſet; ſo that, at ſun-ſet, we had got a conſiderable diſtance from Wagiew.

More land was now ſeen a-head, which was very low, and, from its detached, broken appearance, we judged to be a groupe of iſlands. During the night we kept ſtanding to the North Eaſt, immediately for the land, and the wind continued to the Weſt North Weſt, which Sunday 24 enabled us to keep our courſe till day-break on the twenty-fourth, when we found ourſelves within three leagues of the land ſeen on the preceding evening It conſiſted of ſeveral iſlands, as we had conjectured, which were very low, entirely covered with wood, and ſurrounded by ſhoals and reefs of rocks, and appeared to be of conſiderable extent. They bore from North Weſt, to North Eaſt by Eaſt, and were diſtant from each other about five miles.

As no ſuch iſlands were placed on the charts, we thought proper to name them the *Tatee* Iſles, from the word, which was continually vociferated

ciferated by the few natives who came within hearing of the ſhip. 1788.
They are ſituated in 0° 20′ of North latitude, and in the longitude of FEBRUARY.
132° 2′ Eaſt of Greenwich. They are very dangerous to approach, eſpecially in the night, and the ſhip that ſhould be tempted to paſs through them, would inevitably be loſt.

We ſaw ſeveral canoes paddling between the reefs; and two of them, containing each five of the natives, approached very near to the ſhip, vociferating the word *Tatee*, *Tatee*, with great violence; but no temptation on our part could prevail on them to come along-ſide, though we held up many of thoſe articles which we thought the moſt likely to entice them to a nearer communication with us.—They regarded the ſhip with much apparent wonder; and, from their various antic geſtures, we had great reaſon to ſuppoſe that they had never before ſeen ſuch an object. They appeared to be of the ſame race as the Papua people, woolly-headed, perfectly black, and with the features of the African negroes; but in their forms ſtout and athletic. They held long ſpears in their hands, pointed with bone, which they, from time to time, brandiſhed at us.

Their canoes were of a peculiar, and very curious conſtruction;—they were very narrow and long, and, to keep them on a balance, a large out-rigger run out on one ſide, with net-work between, made with ſtrong cord, manufactured from the rind of the cocoa-nut. On this, which formed a kind of a ſtage, were placed their arms, implements for fiſhing, &c. We wiſhed very much to ſend boats on ſhore, but as the ſhip could not approach near enough to the land for the purpoſe of protecting them, on account of the ſhoals, we thought it highly imprudent to expoſe our men to any hazard.

Towards

1788. FEBRUARY. Towards noon, to our great joy, the wind freſhened up from the North Weſt, when we bid adieu to the Tatee Iſles, and purſued our courſe to the Northward and the Eaſtward, every league of which was become of the utmoſt conſequence. At ſunſet, the extremes of the Tatee Iſles bore from us Eaſt by South, to South Eaſt by Eaſt, diſtant five leagues; the tops of the trees juſt appearing above the water. At this time the extremities of Wagiew bore from South Weſt by South, to South Weſt by Weſt, diſtant 10 leagues.

Wedneſday 27 We now purſued our courſe till the 27th, with a favourable, but, in general, a light wind. It thundered and lightened with great violence, and the weather was extremely cloſe and ſultry. The thermometer was, at this time, at 88°, and very often at 92°. At noon the latitude was 56 minutes North, and the longitude 136° 35′ Eaſt of Greenwich.—Land, or rather trees, were deſcried from the maſt-head, bearing from Eaſt by South, to South Eaſt by Eaſt: when we were tolerably near them, the currents ran very ſtrong to the South South Weſt: as we were not able to weather the Northernmoſt, we bore up to the leeward of it, and there now appeared to be four ſmall iſles, the largeſt of which was not more than five leagues in circumference. We ranged within three miles of the ſhore, when we obſerved a large village ſituated on the ſhore of the iſland, in the midſt of a grove of cocoa-nut trees; every other part appeared to be an entire foreſt, without one interval of cultivation.

We were very ſoon viſited by a great number of canoes, containing, altogether, at leaſt five hundred natives, all men. Each of theſe canoes held ſix or ſeven people, and were of the ſame conſtruction as thoſe of the Sandwich Iſlands. The natives alſo bore the appearance, and to our great aſtoniſhment, ſpoke the language of the inhabitants of thoſe iſles;

and the reſult of our obſervation is a conjecture, amounting almoſt to a firm belief, that they are of the ſame race. They came along-ſide the ſhip without ceremony and without arms, and ſupplied us with a conſiderable quantity of freſh gathered cocoa-nuts and coir line, which was repaid by bits of iron hoop, of about an inch in length. 1788. FEBRUARY.

When the piece of iron was held up to their attention, they were all ſeized with a kind of ſilent, but expreſſive joy, that cannot be deſcribed: but the man who procured it, immediately began to caper and dance round the deck, and laying down on his back, tumbled and rolled about in ſuch an extraordinary manner, that we really imagined he was ſuddenly affected by ſome very ſingular diſorder, till he roſe up and kiſſed the bit of iron with thoſe emotions of extravagant joy, which manifeſted the extreme delight he felt at being in the poſſeſſion of what he eſteemed ſo great a treaſure. His comrades, from an anxious curioſity to ſee it, crowded round him; but in a moment he had plunged himſelf into the ſea, and then turning his head towards us, and again kiſſing the bit of iron, he ſwam haſtily to the ſhore. Several iron hoops were now ordered to be cut up, and each of our viſitors was gratified with a bit of the precious metal, who all left us with reiterated expreſſions of the moſt grateful acknowledgement.

Theſe iſlanders are of a frank, amiable and confidential diſpoſition; and they found in return, that kind of reception from us, which they will not quickly forget. We obſerved, however, in their canoes large mats, which, on enquiry, they informed us were uſed by them as coats of mail, and were capable of reſiſting the attack of a ſpear; indeed, ſo cloſe and ſtrong is their texture, that at a very ſmall diſtance, they could ſcarcely be penetrated by a ball from a piſtol. It appeared, therefore, and the reflection is not of a pleaſing nature, that theſe amiable people knew

1788. FEBRUARY. knew the arts, and, of courſe, muſt frequently feel the horrors of war; and that the god of battle beholds his victims in the remoteſt corners of the globe.

This groupe of iſlands was originally diſcovered by Captain Carteret, in his voyage round the world. He was pleaſed to give them the name of the Freewill Iſles, from the frank and unreſerved conduct of the inhabitants. It may not, perhaps, be generally remembered, that one of them accompanied him in the Swallow:—He was called Tom Freewill, and died in his paſſage to the Celebes.

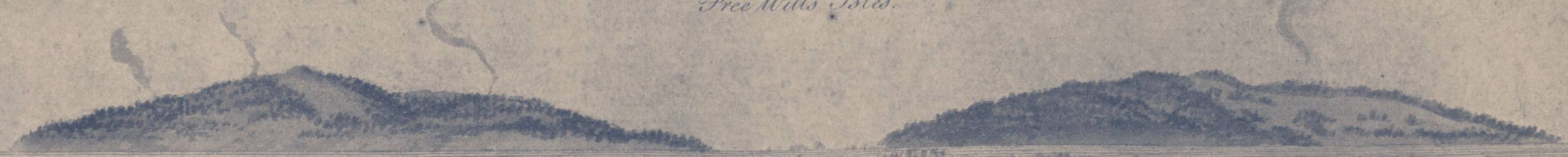
The interval that had elapſed, from the period of Captain Carteret's viſit to theſe iſlands, to the time of our appearance before them, occupied ſo conſiderable a ſpace, that this young man's departure with him, might very naturally be ſuppoſed to have been forgotten by his countrymen. But, on the contrary, ſeveral of the natives pointed to the ſhip, and then to ſea, and by other ſignificant geſtures gave us to underſtand, that one of them had been carried away. As we were well acquainted with the circumſtance from Captain Carteret's journal, we, in return, informed them that their fugitive countryman was no more: when they all entered into an immediate conference, and then renewed their communications, with an air of perfect indifference. At leaſt there did not appear to be any one among them who, as a friend or relation, expreſſed the leaſt concern for poor Tom Freewill's fate!

We now reſumed our courſe to the North Eaſt, with a gentle gale from the Weſt North Weſt. On paſſing to the Northward of the iſlands, we obſerved that they were connected by very dangerous reefs of rocks, which extended three or four miles in every direction. At ſunſet,

Johnstones Island.

In the lat.e of 3. 11. N. & long.e 131. 12. E. of Greenwich.

Free Wills Isles.



Tatee Isles.

Continuation of the Tatee Isles.

The new discov'd Sandwich Island.

J. Sanders in Cadia John Jeut. Jan 1790.

Publish'd Aug.t 16. 1790. by J. Walter N.o 169. Piccadilly.

the body of the iſlands bore North North Weſt, at the diſtance of four leagues. 1788. FEBRUARY.

The weather on the 28th became ſqually; the wind veering continually from North to North Eaſt, ſo that we ſeldom made good our courſe better than Eaſt, or Eaſt by South. At noon the latitude was 0° 55′, the winds light, with heavy ſqualls of rain, and much thunder and lightning. Thurſday 28

On the 29th in the morning, as we were ſtanding to the North, with a light air from the South Eaſt, land was diſcovered from the maſt-head; as we ranged up with it, we found it to be the Freewill Iſles. This was a circumſtance which we could not eaſily reconcile; and as the iſlands in this ocean bear a ſtrong reſemblance to each other, we, at firſt, thought that we muſt be miſtaken; but the point was ſoon ſettled by the arrival of many of our late friends, who came paddling through the reefs to bring us a preſent of cocoa-nuts, for which, they were with ſome difficulty perſuaded to take any thing in return. One man, in particular, held up a bit of iron which he had received from us but two days before, as a token that he remembered his benefactors. Friday 29

At noon the latitude was 1° 7′ North; and, by a medium of the ſeveral diſtances of the ſun and moon, the longitude was 137° 10′ Eaſt. The body of Freewill Iſles now bore South Eaſt half Eaſt, at the diſtance of four leagues; which leaves them in the latitude of 0° 56′ North of the Line, and in the longitude of 137° Eaſt of Greenwich.

The currents muſt on the 28th have ſwept us bodily to leeward; but, as we imagined, not with ſo much force as to occaſion our falling in again with theſe iſlands;—on the contrary, we found that, on

1788. MARCH. Saturday 1 ſtanding to the North, for the laſt twenty-four hours, though we were ſteering Eaſt, our courſe was not much better than South, a little Eaſterly.

We did not loſe ſight of theſe iſlands till the firſt of March; when, at noon, our latitude was 1° 40′ North; the wind, as uſual, veering from North Eaſt, to Eaſt North Eaſt. The weather was gloomy, unſettled, and very ſultry. At times, we had heavy ſqualls of rain, which proved very unwholeſome for the crew, from conſtant damps, a cloſe atmoſphere, and wet cloaths. To theſe unpleaſant circumſtances may be added, our ſlow progreſs to the North, which ſo affected their ſpirits, and of courſe relaxed their activity, that all the attention and care of the officers were requiſite, to check the progreſs of ſuch an alarming evil.

CHAP.

CHAP. VII.

Extreme Heat of the Weather.—Very tempeſtuous.—Spring the Foremaſt.—Loſs of ſome of the Cattle.—Loſe all the Goats.—Deſtruction of many of the Plants intended for the Sandwich Iſles.—Reaſons for pointing the Ship's Courſe to the North Weſt, &c.—Mode of victualling the Crew. Occupations on Board.—Intention of Building a Veſſel of fifty Tons in King George's Sound.—Carpenters complete her Moulds and Model.—Chineſe Carpenters ignorant of Ship-building.—Great Burthen of the Chineſe Junks.—Party ſelected to remain in King George's Sound.—Experience the Tail of a Tiffoon.—Change of the Monſoons.—Terrible Effects of Tiffoons, in the Chineſe Seas and Northern Pacific Ocean.

ON the 2d of March, the longitude of the ſhip, by a medium of ſeveral diſtances of the ſun and moon, was 136° 37′ Eaſt of Greenwich, and the latitude 2° 52′ North. At this time, the variation of the compaſs was 2° 30′ Eaſt, and the quickſilver in the thermometer was at 86, and often at 90, ſo that we ſuffered very much from the extremity of the heat. Sunday 2

The currents very ſeldom allowed us to make our courſe better than by South Eaſt; and hitherto there appeared no probability of being able to weather New Guinea. We had, indeed, conquered the North Cape; but there remained New Ireland, New Hanover, and many different groupes and cluſters of iſlands, to the Northward of the Line, and many degrees to the Eaſtward of our ſituation. If we had purſued our courſe, we

1788. MARCH. muſt have determined either to proceed through Dampier's Straits, or thoſe diſcovered by Captain Carteret, which divide New Britain from New Hanover; but if both theſe paſſages were rejected, there was no alternative left but to ſtand to the Northward and Weſtward; and to endeavour to obtain as much of the former as would permit us to tack and weather all. On a due conſideration of our circumſtances and ſituation, the laſt was preferred; the ſhip therefore was tacked, and ſtood to the North Weſt, with the wind at North Eaſt,—a point the moſt diſtreſſing to us of the whole compaſs.

The ſtock of freſh proviſions we received at Samboingan was ſufficient to laſt us till this time; a circumſtance which was attended with the twofold advantage of ſaving the ſalt proviſions, and conducing to the health of the crew. A plentiful allowance of water was continued, as the beſt preſervative againſt the ſcurvy; and, if a diminution of this article ſhould be requiſite in any part of the paſſage, we naturally determined it ſhould take place in the colder latitudes, as, at preſent, an extreme and cloſe heat required every liquid aid to preſerve health, by ſuſtaining perſpiration.

Monday 3 On the 3d, the weather became extremely tempeſtuous. We had continual ſqualls from the North Eaſt, accompanied by deluges of rain, which very frequently obliged us to ſhorten ſail. Our courſe was ſeldom better than North Weſt, though we ſometimes were enabled to make a tack or two to the Eaſt South Eaſt and Eaſt, when the ſquall was favourable. In this ſituation, at noon, we found the foremaſt dangerouſly ſprung below the hounds; every exertion therefore was required to ſecure it, as a very heavy ſea occaſioned the ſhip to pitch exceedingly. The top-maſt and top-gallant-maſt were accordingly got down on deck, and the

the ſails unbent; ſtages were alſo prepared round the head of the maſt, and the carpenters were immediately employed in preparing fiſhes. 1788. MARCH.

This misfortune was accompanied with ſeveral others of a very mortifying nature. The late bad weather and rolling of the ſhip, had deſtroyed ſome of the cattle and many of the plants, in particular a fine orange-tree, in full bloom; and half of the cinnamon-trees which we had received at Samboingan. There, however, yet remained alive one bull and a cow, and one cow calf; but the goats were all killed in one day by a ſudden roll of the ſhip. Of the plants we ſtill poſſeſſed a lime and an orange-tree, in full vigour, with ſix cinnamon, and ſeveral ſmaller plants of various kinds.

On the 4th, at noon, the latitude, by double altitudes, was 3° 0′ North; and the longitude, deduced from the laſt obſervation of the ſun and moon, 137° 59′ Eaſt of Greenwich. The wind blew from the North Eaſt, and we purſued our courſe to the Eaſt South Eaſt. The weather was dark and tempeſtuous, with heavy ſqualls of wind and rain, which raiſed a confuſed ſea. Tueſday 4

It was not till the 5th, that the maſt was ſecured, the fiſhing of which was a buſineſs of no common difficulty; and, after all, we were not without the moſt anxious apprehenſions that it would not ſtand againſt the blowing and ſtormy weather we expected to meet to the Northward of the tropical latitudes. Wedneſday 5

Till the 12th we continued to embrace any favourable moments of the wind. Whenever it veered to the Eaſt North Eaſt, we tacked and ſtood to the Northward and Weſtward; and, if it veered to the North, our courſe was bent to the Eaſtward. It ſeldom, however, permitted our Wedneſday 12

ſtanding

1788. MARCH. Monday 17 ſtanding long on either tack; for it generally blew very ſtrong, with heavy ſqualls of rain. Our latitude, at noon, was therefore but 3° 15′ North, and the longitude 144° 25′ Eaſt; and on the 17th, we had advanced no further than 3° 25′ North, and 146° 30′ Eaſt. Such was our tedious progreſs, which, together with a continuance of the moſt unpleaſant and unwholeſome weather, tended, more or leſs, to diſpirit every one on board. But this was not all; the continual damps, proceeding from the frequent rains, and the people being, from the ſame circumſtance, ſo often, as well as ſo long in wet cloathing, together with moiſt decks, awakened our apprehenſions to encreaſing ſymptoms of the ſcurvy. In this ſituation, we doubted very much whether we ſhould be able to weather the iſlands of New Ireland or New Hanover, which bore off us not only Eaſt South Eaſt, but many degrees to the Eaſtward. We had worked into our preſent poſition immediately in the wind's eye.

Some of the difficulties which would probably attend the purſuing of our firſt track, have already been mentioned; nor were we to hope for a change from the ſun's near approach to the equinoctial. Tedious calms, attended with heavy rains, were naturally to be expected with a vertical ſun. A ſmall portion of our voyage was yet performed, and an immenſe track yet lay before us, to reach to the 160th degree of longitude, when we muſt neceſſarily croſs the Line.

According to the manner in which we had proceeded, we ſhould not, in all probability, gain that object before the 10th of April;—on the other hand, if we ſteered to the North Weſt, we had grounds for expecting a change of wind in our favour, if not the monſoon, by the 1ſt of April:—it was, therefore, again reſolved to weather the Philippines, and point our courſe ſteadily to the North Weſt.

With

With plenty of water, each man was allowed half a pint of ſpirits in the courſe of the day, two-thirds of which were mixed with water, and the remainder, at this time, ſerved in its raw ſtate, which often proved a ſalutary and cheering cordial in the rainy weather. The proviſions were ordered in the beſt manner we could conceive to preſerve health, or, at leaſt, to check the progreſs of diſeaſe.—In the morning and evening tea and ſugar were ſerved out to the crew;—they had abundance of rice, peas, and barley, which, with flour and fruit, were ſerved with every poſſible variety they would admit. The pork and beef were always well ſteeped, and the conſtant uſe of vinegar was called in aid to contribute its ſhare towards correcting the bad effects of ſalted proviſions. 1788. MARCH.

We kept ſtanding on to the North Weſt, and nothing material happened, between the laſt and the preſent date. The weather was now, indeed become extremely pleaſant, and the heavy ſqualls of wind and rain which had ſo continually diſtreſſed us, were, for the preſent, entirely diſſipated. At noon the latitude was 21° 2′ North, and the longitude 139° 48′ Eaſt; the variation of the compaſs 4° 24′ Eaſt. During this run we every day ſaw large flocks of birds, ſome of which we perceived to be of that ſpecies which never fly far from land. Sunday 30.

We embraced the opportunity which was afforded us by the preſent favourable weather, to overhaul our ſails, and prepare for the tempeſtuous weather we had every reaſon to expect in our progreſs to the North, eſpecially near Japan. Two compleat new ſuits of ſails were prepared, new roped, lined and middle ſtitched; all the old ſails were, at the ſame time, put in a tolerable ſtate.

The coopers, armourers, and other artiſans were always properly employed, either in the immediate ſervice of the ſhip, or according to

1788. MARCH. their ſkill, in preparing articles of trade for the American market.—The Chineſe armourers were very ingenious, and worked with ſuch a degree of facility that we preferred them to thoſe of Europe. The inſtruments they employ in their work are extremely ſimple, and they very ſhortly accompliſh any deſign that is placed before them.

The carpenters were alſo at work in preparing the moulds and model for a ſloop of fifty tons that was deſigned to be built immediately on our arrival in King George's Sound, as ſuch a veſſel would be of the utmoſt utility, not only in collecting furs, but in exploring the coaſt.

Our head carpenter was a young man of much ingenuity and profeſſional ſkill, who had ſerved his time in London; but the Chineſe artificers in this branch had not the leaſt idea of our mode of naval architecture. The veſſels of their nation which navigate the China and adjacent ſeas, are of a conſtruction peculiar to them. In veſſels of a thouſand tons burthen not a particle of iron is uſed; their very anchors are formed of wood, and their enormous ſails made of matting. Yet theſe floating bodies of timber are able to encounter any tempeſtuous weather, hold a remarkable good wind, ſail well, and are worked with ſuch facility and care as to call forth the aſtoniſhment of European ſailors. It was, therefore, a matter of ſome difficulty to turn the profeſſional ſkill of our Chineſe carpenters to a mode of application ſo entirely different from their own habitual experience and practice.

A party was ſelected from the crew who were to be left on ſhore with the artificers, to be employed in building the veſſel. This arrangement was made at ſuch an early period, in order that the people might be fully prepared, immediately on our arrival in the Sound, to begin their intended operations. It is true that we had no one article in readineſs for the

* purpoſe;

purpoſe; our timber was ſtanding in the foreſts of America, the iron work was, as yet, in rough bars on board, and the cordage which was to be formed into ropes, was yet a cable. Nevertheleſs, encouraged by that ſpirit of ardent hope which animates man to oppoſe the difficulties of life, and invigorates life itſelf, we looked forward with a kind of certain expectation that our purpoſe would be effected, and that the veſſel in contemplation would be actually launched ſome time in the month of October. 1788. APRIL.

On the 1ſt of April at noon, the latitude was 22° 26′ North, and the longitude 139° 38′ Eaſt. The weather ſeemed to have acquired a ſettled gloom, the clouds were uncommonly black and heavy, and, throughout the day, there was much thunder, and lightning. Numerous flocks of birds paſſed us from the windward, making loud noiſes in their paſſage, as if apprehenſive of bad weather. We alſo paſſed ſome rock-weed, which was a ſign of being at no very great diſtance from land. Tueſday 1

On the 2d, the thunder and lightning encreaſed, without being accompanied with any conſiderable degree of wind. The ſea, nevertheleſs, was in an unuſual commotion, and the ſhip pitched ſo heavy, that the head-rails were carried away, and ſome other injuries ſuſtained.—Towards noon it became ſqually, and we experienced ſeveral puffs of wind from every point of the compaſs, which, with the encreaſing darkneſs, left us no doubt of the approach of a very violent ſtorm.—The top-gallant yards and maſts were got down on deck,—the main-ſail furled,—the top-ſails cloſe reefed, and the mizen balanced. All the ſails were handed, except the main top-ſail, which it was judged prudent to keep abroad: in this ſituation we waited the coming of the tempeſt; nor did it diſappoint our expectations. At two P. M. the wind Wedneſday 2

1788. APRIL. ſhifted to the South, and began to blow ſtrong in ſqualls: the ſhip's head was kept to the North Eaſt; it thundered and lightened with great violence, and at half paſt three an heavy ſquall came from the South Eaſt, inſtantly followed by another from the South Weſt, both of which blew, for a ſhort time, with alternate and incredible fury; the latter, however, prevailed, and continued blowing from the South Weſt for near an hour. Indeed, the meeting of theſe two ſqualls to leeward of us, was tremendous, and the ſea was carried to ſuch an height as to keep the horizon in a continual foam. Happily for us, we experienced only the tail of this tuffoon or whirlwind; but, as it was, we expected every moment to have the maſts ſhattered to pieces; the main top-ſail having been ſwept away, and frittered to threads.

The ſea ſoon roſe to ſuch an alarming height, that it became neceſſary to ſet the fore-ſail and ſcud before the ſtorm, in order to preſerve the ſhip, which plowed her way with ſurpriſing ſwiftneſs. It now blew from the South Eaſt with a prodigious ſea, before which we kept ſteering. Thus we were ſcudding along, when, to the leeward of us, we perceived the water to riſe many feet above the level of the ſea in circles, which formed a beautiful but awful ſight; ſo that we were obliged to perform the very unpleaſant, and, indeed, rather dangerous operation, of heaving to in ſuch a high ſea, to avoid running into the dreadful vortex before us, which continued, as it were, to ſweep the horizon till five o'clock; when this alarming whirlwind ſubſided, and ſettled in an heavy gale from the South Weſt, before which we ſcudded to the North Eaſt.

To thoſe who have read Kempfer's Hiſtory of Japan, the violence of this tuffoon will not be conſidered as a circumſtance that borders on

phænomenon,—ſuch horrid guſts of wind being at certain periods, according to that writer, the common diſturbers of thoſe ſeas: though we had ſeveral old and experienced ſeamen in the ſhip, who had never before ſeen any thing of this terrible nature. We, however, conſoled ourſelves with the belief that it was the critical moment when the Monſoons changed; more particularly as the ſtorm from the South Weſt blew in ſuch a ſteady current. 1788. APRIL.

Had this ſtorm happened when it was dark, it might have proved fatal; as it was, we were not a little ſurpriſed that ſome of the maſts or yards were not carried away: however, we were not ſufficiently recovered from our alarms, to venture upon ſetting much ſail during the ſucceeding night.

The period when the Monſoons change in the China ſeas, and the Northern Pacific Ocean, is a time that ſhould be dreaded by every ſhip that navigates them. Theſe changes are generally in the months of April and October, though they ſometimes happen not only much earlier, but alſo much later in the ſeaſon. That which is conſidered as moſt dangerous, is the variation from the North Eaſt to the South Weſt, when ſtorms very generally trouble thoſe ſeas. They are remarkably violent on the coaſt of Japan; but when they ariſe into a tuffoon, no power or ſtrength can withſtand them. The ruin they ſometimes occaſion is almoſt incredible;—nor is it leſs difficult to conceive with what fury they blow from every point of the compaſs.

The Chineſe, dread beyond all meaſure, theſe violent hurricanes, which ſometimes ſweep large villages and their inhabitants to deſtruction: at other times whole harveſts are diſſipated by their deſtructive breath, and

1788. APRIL. famine follows.—From a ſimilar cauſe, in the year 1787, accompanied with exceſſive drought, a moſt dreadful dearth prevailed throughout the Southern provinces of China, by which an incredible number of people periſhed. It was no uncommon thing at Canton to ſee the famiſhed wretch breathing his laſt; while mothers thought it a duty to deſtroy their infant children, and the young to give the ſtroke of fate to the aged, to ſave them from the agonies of ſuch a dilatory death.

CHAP.

1788.
APRIL.

CHAP. VIII.

Land ſeen, but prevented from approaching it.—Diſcovery of Iſlands, which we named Grampus Iſles.—Feel the Weather extremely cold, with the probable Reaſon of it.—Number of Birds ſeen.—Paſs by great Quantities of Rock-weed.—Diſcover a ſtupendous Rock, which we named Lot's Wife.—The Rafter of an Houſe, and a Piece of Canoe ſeen floating on the Water.—Tempeſtuous Weather.—A Turtle ſeen ſleeping on the Sea, &c.—Weather becomes ſtormy as the American Coaſt is approached.—Croſs the Tracks of the Reſolution and Diſcovery.—Error of the Ship's Reckoning &c.—A Sea Parrot ſeen for the firſt Time.—Extraordinary Brightneſs in the Atmoſphere, and to what Cauſe attributed.—The Coaſt of America ſeen.—Princeſs Royal ſails out of King George's Sound.—Diſtreſs of the FELICE, *&c.—Anchor in Friendly Cove, in King George's Sound.*

ON the 3d of April, the weather became moderate, and the ſtorm ſubſided; but about noon, the wind ſhifted to North Weſt, and blew with extreme violence, accompanied by a ſtrong and mountainous ſea. Our courſe was to the Eaſt by North, under cloſe reefed top-ſails and fore-ſail. The latitude was 24° 56′ North, and the longitude 143° 39′ Eaſt of Greenwich. Thurſday 3

Towards night it again moderated, when we made ſail:—the wind now ſhifted to the Eaſt South Eaſt, and we ſtood to the North Eaſt till the 4th; when the wind fixed itſelf in the North Eaſt quarter, and we accordingly ſtood to the North Weſt, with fine and moderate weather. Friday 4

1788. April. In this ſituation, land was ſeen bearing Eaſt North Eaſt, diſtant eight leagues, immediately in the wind's eye, which prevented us from approaching it. Our latitude at noon was 24° 44′ North, and longitude, deduced from our laſt lunar obſervations, 145° 41′ Eaſt of Greenwich. We regretted very much that we were not able to approach this land, as we knew of none in this part of the Northern Pacific Ocean. As we were ſteering to the North Weſt, we ſoon entirely loſt ſight of it.

Saturday 5 On the 5th, the wind ſhifted to the South Eaſt, which enabled us to ſteer to the North Eaſt, when at two o'clock in the afternoon we thought land was viſible to the Eaſt South Eaſt; but the weather was ſo extremely hazy, that it could not be aſcertained whether it was land or a fog-bank. At three, however, land was ſeen in the North Eaſt right a-head, but the weather continued to be ſo thick and foggy, that the direction in which it extended could not be diſcerned. At half paſt four, we were abreaſt of it, at the diſtance of five or ſix miles, when it appeared to be an iſland, but of no great extent. It now rained very hard, and the atmoſphere remained ſo hazy, that our obſervations of the land were rather imperfect. It however appeared to be one of thoſe barren iſles ſo frequently found in theſe ſeas.—Its length might be fifteen or ſixteen miles from North to South; the ſhore ſeemed to be inacceſſible to boats, from a great ſurf beating againſt the rocks, which terminated abruptly in the ſea. The interior parts of the country appeared to be high, and a few ſolitary trees were very ſparingly ſcattered on their declivities. We ſailed along the ſhores of this iſland till ſix o'clock, when another iſland opened to our view, which was ſeparated from the former by a channel of three or four leagues. It now blew very ſtrong, with rain, and ſo thick a fog, that we could ſee no diſtance a-head.

Though

Though the gale was favourable, yet, from the appearance of the weather, it was thought prudent to ſhorten ſail, and remain under ſuch as would enable us to haul to the wind on either tack. The utmoſt vigilance and attention was employed to guard as much as poſſible againſt any danger, and we ſailed, as uſual, all night with the courſes hauled up in the brails. Theſe iſles, of which we could not diſcern the number, were named Grampus Iſles, from ſeeing a large grampus ſpouting up water cloſe to the ſhore, which is a very uncommon ſight in thoſe ſeas. 1788. APRIL.

The night of the 5th, was very tempeſtuous, with conſtant rain; but to conſole us for theſe inconveniences, we had a fair gale, with which we made great way to the North Eaſt.

On the 6th, the wind ſhifted to the North Weſt, which brought us clear weather, and blew a ſteady gale. At noon the latitude was 27° 30′ North, and the longitude 148° 37′ Eaſt. At this time the variation of the compaſs was 3° 20′ Eaſt. Sunday 6

Our progreſs to the North now became very rapid, and we experienced a very ſudden tranſition from heat to cold. Having juſt left a climate where the heats had been intenſe and oppreſſive, it was very natural the active operations of cold ſhould be very ſenſibly felt by the whole crew. This circumſtance however, enabled us to reduce the allowance of water from a gallon to five pints per man, without any inconvenience whatever ariſing from ſuch an alteration.

The favourable gale at North Weſt continued till the eighth at noon. The latitude then was 28° 58′ North, and the longitude 154° 19′ Eaſt.— Our principal object was to get to the North as faſt as poſſible, in order to benefit by the ſtrong Weſterly winds, as well as to run down our longitude Tueſday 8

1788. FEBRUARY. longitude in an high latitude. This North Weſt gale continued to us the ſharp piercing cold which has been already mentioned.

Wedneſday 9 The next day we paſſed by a conſiderable quantity of rock-weed, which we imagined to be but lately broken off, and for ſeveral days we had ſeen great numbers of birds. We were now conſiderably to the Northward of the ſeveral ſmall iſlands ſcattered either within or about the tropic, in the Northern Pacific Ocean. We could not, therefore, form any probable conjecture from whence this weed came, and whither the birds retired at night, as they regularly left us about ſunſet, and took their flight to the Eaſt.

About nine o'clock in the morning, a ſail was deſcried from the maſt-head, and, in about half an hour a large ſhip was ſeen from the deck. She appeared to be under an extraordinary croud of ſail, and exhibited a very ſingular figure, for not one of us, even with the aſſiſtance of glaſſes, could make out which way ſhe was ſtanding. The ſight of a ſhip in thoſe ſeas was ſuch an unuſual circumſtance, that for ſome time conjecture was at a loſs concerning it. At length, however, it was determined to be a galleon, bound to China from New Spain, and by ſome caſualty driven thus far to the Northward; though the track of thoſe ſhips to Manilla, is generally between the parallels of 13° and 14° North latitude. In conſequence of this opinion, ſeveral letters were written to inform our friends in China of our ſafety, and the progreſs we had made in the voyage. This extraordinary deluſion, for it was no more, continued till we were within two leagues of the object; when, on viewing it with a glaſs, it was diſcovered to be an huge rock ſtanding alone amid the waters.—The firſt among us who became ſenſible of the deception remained ſilent, and diverted themſelves with the ſtrange conjectures and humorous obſervations of the

Lots Wife, when taken for a Sail.
bearing E.N.E. distant 7 Leagues.

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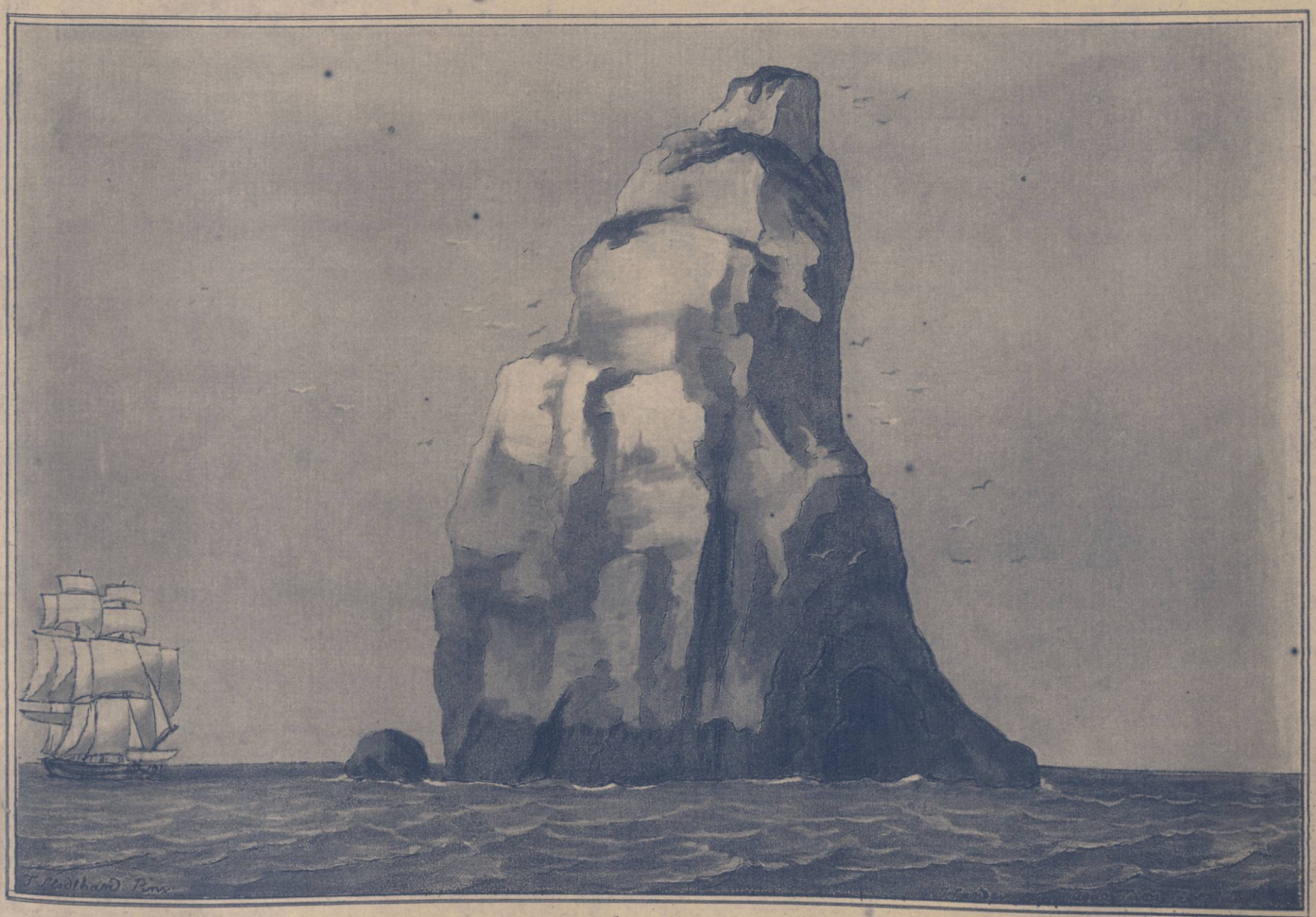

Lots Wife!
bearing N. dis.t 2 Miles. near 300 feet above the level of the Sea.

Publish'd Aug.t 26. 1790, by J. Walter N.o 169, Piccadilly.

the ſailors, one of whom was ſo certain of its being a ſhip, that he was convinced he ſaw her colours. Its appearance did, indeed, very ſtrongly reſemble a firſt-rate man of war, under a croud of ſail; and ſuch was its ſhape, that, at a certain diſtance, it held forth to the eye the form of every particular ſail belonging to a ſhip. As we ranged up with this rock, our ſurpriſe was proportionably augmented, and the ſailors were more than diſpoſed to believe that ſome ſupernatural power had ſuddenly transformed it into its preſent ſhape. It obtained the name of *Lot's Wife*, and is one of the moſt wonderful objects, taken in all its circumſtances, which I ever beheld. 1788. APRIL.

By noon we were abreaſt of it; when it bore Eaſt North Eaſt four miles. The latitude was 29° 50′ North, and the longitude 142° 23′ Eaſt of Greenwich. The waves broke againſt its rugged front with a fury proportioned to the immenſe diſtance they had to roll before they were interrupted by it. It roſe almoſt perpendicular to the height, according to the tables, of near three hundred and fifty feet. A ſmall black rock appeared juſt above the water, at about forty or fifty yards from its Weſtern edge. There was a cavern on its South Eaſtern ſide, into which the waters rolled with an awful and tremendous noiſe. In regarding this ſtupendous rock, which ſtood alone in an immenſe ocean, we could not but conſider it as an object which had been able to reſiſt one of thoſe great convulſions of nature that change the very form of thoſe parts of the globe which they are permitted to deſolate.

This day, at noon, our latitude was 33° 18′ North, and the longitude 161° Eaſt, with a ſteady gale from the Southward, We paſſed by a great quantity of rock-weed, and ſaw ſeveral large flocks of birds. In the evening a piece of timber, which appeared to be the rafter of an houſe, Saturday 12

1788. APRIL. and a piece of a canoe, were ſeen floating upon the water, and ſoon after a ſpar, that appeared to have been newly cut. Theſe were certain indications of land, and occaſioned, if poſſible, an added exertion of vigilance, as this part of the Pacific Ocean is entirely unknown.

In the evening of this day the weather became gloomy and overcaſt, with every uſual appearance of an approaching ſtorm. It blew ſtrong
Sunday 13 throughout the night, and on the following day, at noon, the gale was conſiderably encreaſed. The topgallant yards and maſts were accordingly got down on deck, and every other precaution taken to provide againſt the bad weather that threatened us. Our apprehenſions were ſhortly realized; for about four o'clock, it blew with ſuch violence from the South, that we were obliged to cloſe reef the topſails, and hand the mainſail. The wind was accompanied with ſmall rain and thick weather. We paſſed by large quantities of weed; and the ſurface of the ſea was covered with a reddiſh ſpawn, that extended ſeveral miles. It ſoon after blew a perfect ſtorm; the topſails were therefore immediately handed, and we ſcudded before it under a foreſail, followed by a very heavy ſea.—In this ſituation, we were overtaken by a moſt violent guſt of wind, which made us apprehenſive of ſome material damage.—But very fortunately the topſails had been handed in time, and, the foreſail being now reefed, we continued to purſue our courſe. In this heavy guſt the wind ſhifted to the Weſt, and raiſed a very confuſed ſea, which broke on our decks, and endangered the boats; but, in ſhifting its point,
Monday 14 the wind did not abate its violence, nor did at all ſubſide till the 14th, when the latitude was 36° 20′ North, and the longitude 167° Eaſt.

It was determined to run down our longitude, as much as poſſible, in the parallel of 40° North; and, as it was an unknown track, we were not without the hope of meeting with land, previous to our gaining ſight of

the Continent of America, evident ſigns of which had been obſerved by Captain Cook, as well as by us, in this latitude.—Indeed, from the various circumſtances which have already been related, it is highly probable that there is land in this part of the Northern Pacific Ocean. 1788. APRIL.

The tempeſtuous weather continued till the 17th, when the wind veered to Eaſt South Eaſt, and blew with augmented violence. It moderated, however, at noon, when the latitude was 38° 51′ North, and the longitude 175° 10′ Eaſt.—Though advanced ſo far North, we this day paſſed a large turtle ſleeping on the water, which being awakened by the noiſe of the ſhip, immediately ſunk. Large flocks of birds ſtill continued to frequent us, and the rock-weed became a common object.—We now experienced a great degree of cold, and the morning and evening air, in particular, was uncommonly ſharp. The variation of the compaſs was 9° 20′ Eaſt. Thurſday 17

Storm ſucceeded ſtorm till the 23d, when the weather broke, and the wind moderated. Theſe violent gales from the Northward and Weſtward, not only brought with them a biting cold, but alſo ſleet and ſnow, which made conſiderable depredations on our ſtock.—We felt however, the ſatisfaction of having fair winds, principally from the South Weſt, from which quarter it blew very hard; but when it ſhifted to the North Weſt, it encreaſed beyond the power of deſcription, with a great and mountainous ſea. We had fortunately embraced a favourable opportunity of bending a new ſuit of ſails, as the old ones muſt have been ſhattered to pieces by the violence of theſe ſtorms. The air was ſharp, like that of bleak froſt in England, which more ſenſibly affected us, from our long continuance in tropical climates. Indeed we were not without occaſional ſhowers of ſnow and hail. Flocks of birds, and large Wedneſday 23

1788. APRIL. quantities of rock-weed, continued to encourage an anxious expectation of ſeeing land.

On the 23d, at noon, we paſſed the trunk of a large tree. Our latitude was 41° 35′ North, and the longitude was 189° 25′ Eaſt of Greenwich. We now began to draw nigh to the American ſhore, which was a very deſirable circumſtance, as, among other preſſing reaſons, the ſhip was become extremely light, from the great expenditure of proviſions and water. We had, indeed, been of late extremely fortunate in our winds, but much more ſo in the health of the crew, who felt no other inconvenience but what aroſe from ſo quick a tranſition from heat to cold.

Thurſday 24 During the night it blew ſtrong from the Weſt North Weſt, with cold rain. On the morning of the 24th the wind backed round to the Southward and Eaſtward, a certain prelude of blowing weather; and at noon it blew ſo hard as to oblige us to hand every ſail; and, till three in the afternoon, we ſuffered as fierce a ſtorm as we ever remembered to have ſeen, with a greater ſea than we had hitherto experienced. There was alſo continual rain, and the cold did not abate its ſeverity. The rigging ſuffered conſiderably, and the ſhip ſtrained very much in her rolling; nor were we without our apprehenſions for the crippled foremaſt. But, amid this ſevere and tempeſtuous weather, we enjoyed the conſolatory reflection that we were every moment approaching nearer to the deſtined port.

Friday 25 On the 25th the weather moderated, and the wind veered to the Weſt North Weſt. The latitude, at noon, was 43° North, and the longitude by account, 196° 28′ Eaſt. It blew a ſtrong gale from the Weſt South Weſt, with clear weather; and we made good our courſe to the Eaſt North

North East, running ſeldom leſs than fifty leagues a day. From the 23d we had experienced a continual ſucceſſion of gales. We were occaſionally favoured with an hour or two of clear weather, which was always ſucceeded by a return of ſtorm; ſo that we were never able to ſet more than a cloſe-reefed topſail.—Our run was no leſs than 230 leagues in this ſhort period. Indeed the weather not only continued to be cold and comfortleſs, but was, at times, ſo very cloudy, that we found no opportunity of taking any lunar obſervations, in order to aſcertain, with any degree of accuracy, the run of the ſhip. 1788. APRIL.

The ſame weather continued, and we purſued our courſe without any novelty of ſituation or circumſtance, till the 30th, when a ſecond ſpar paſſed by, which from its appearance, and a notch that had been recently cut in one end of it, could not have been long in the water.—The birds had forſaken us in the beginning of the late tempeſtuous weather, and we no longer ſaw the floating rock-weed, which had, for ſome time paſt, been a daily object. Wedneſday 30

We had now twice croſſed the tracks of the Reſolution and the Diſcovery in theſe ſeas: that on their return from the Coaſt of Japan to China, and their later track from Oonalaſhka to the Sandwich Iſlands. Captain Cook had formed ſome ſlight conjecture of there being land between theſe tracks and the coaſt of America, and our preſent courſe running directly through that part of the ſea, it is moſt probable that we ſhould have diſcovered it, if there had been any ſo contiguous to the American ſhore.

MAY.

On our entrance into the month of May, the weather became not only moderate but pleaſant:—the wind blew from the South, and we purſued Thurſday 1

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1788. MAY. our courſe to the Eaſtward. The latitude, at noon, was 46° 5′ North, and the longitude, by a medium of ſeveral diſtances of the ſun and moon, only 212° 5′ Eaſt of Greenwich; whereas, by account, we were in 221° 41′ Eaſt.—This material difference muſt have ariſen from the variety of contrary currents we experienced in the low latitudes, as well as thoſe which may be ſuppoſed to have ſet us to the Weſtward, on our tacking to the North. We had every reaſon, therefore, to conjecture that we muſt have approached the vicinity of Japan; and that we accompliſhed our paſſage to the North between the iſlands of Ladrone and the New Carolines. The variation of the compaſs we now found to be 21° 18′ Eaſt.

Sunday 4 The wind continued to be favourable, though it occaſionally blew in ſtrong ſqualls. The latitude, at noon, was 48° 10′ North; and the longitude, deduced from the laſt obſervations, 223° 22′ Eaſt. In the beginning it became foggy, and blew from the South South Weſt in heavy ſqualls, which obliged us to heave to, for the firſt time, under the reefed foreſail. However, as it moderated in the morning, we bore up, and purſued our courſe to the Eaſtward.

Wedneſday 7 We experienced a ſtrong gale till the 7th, when, at noon, the latitude was 49° 28′ North, and the longitude, by a medium of ſeveral diſtances of the ſun and moon, 228° 26′ Eaſt.

Thurſday 8 On this day, at noon, the latitude was 49° 28′ North. In the evening we ſaw a ſea-parrot, and paſſed a piece of drift-wood. We had frequent ſqualls of hail and ſnow, but the weather was more moderate than we had known it for ſome time.

On

1788. MAY. Saturday 10

On the 10th, the latitude was 49° 32′; and the longitude, by the medium of ſeveral ſights, 230° 52′ Eaſt, and only 3° from King George's Sound. We kept running, during the night, under a preſs of ſail, directly in for the American coaſt. The whole atmoſphere was in a ſtate of illumination, which we attributed to the reflection of vaſt mountains of ſnow on the continent: nor were we miſtaken; for, on the morning of the 11th of May, the long-wiſhed for land of America appeared, bearing Eaſt by South, at the diſtance of 13 leagues. It conſiſted of a ridge of mountains, whoſe ſummits were hid in the clouds. This land might be ſeen thirty leagues in clear weather. As we cloſed in with it in the evening, the vapours cleared away from the tops of the mountains. At noon the latitude was, by double altitudes, 49° 35′ North, and King George's Sound bore nearly Eaſt of us. We kept ſtanding in for the land, and when within four leagues of it, the wind veered to the South Eaſt by Eaſt, which obliged us to tack and ſtand to ſea, the wind blowing almoſt immediately out of the Sound, which we now plainly diſcerned.

Sunday 11

A veſſel was now ſeen under the weather land of the Sound, bearing down to us; but as we were under a preſs of ſail, and night coming on, we could not ſpeak to her, without much inconvenience; but we nevertheleſs knew her to be the Princeſs Royal, of London, on a trading voyage for the furs of America.

The night of the 11th was a dreadful one; ſuch heavy guſts and ſqualls of wind ſucceeded each other, that we were prevented from carrying any ſail. Theſe ſqualls brought hail and ſnow along with them; and, towards midnight, it blew a perfect ſtorm. When the morning broke, we had loſt ſight of land, and the ſhip had ſtrained ſo much, that we had ſix feet water in the hold, with two pumps diſabled; nor did this gale moderate

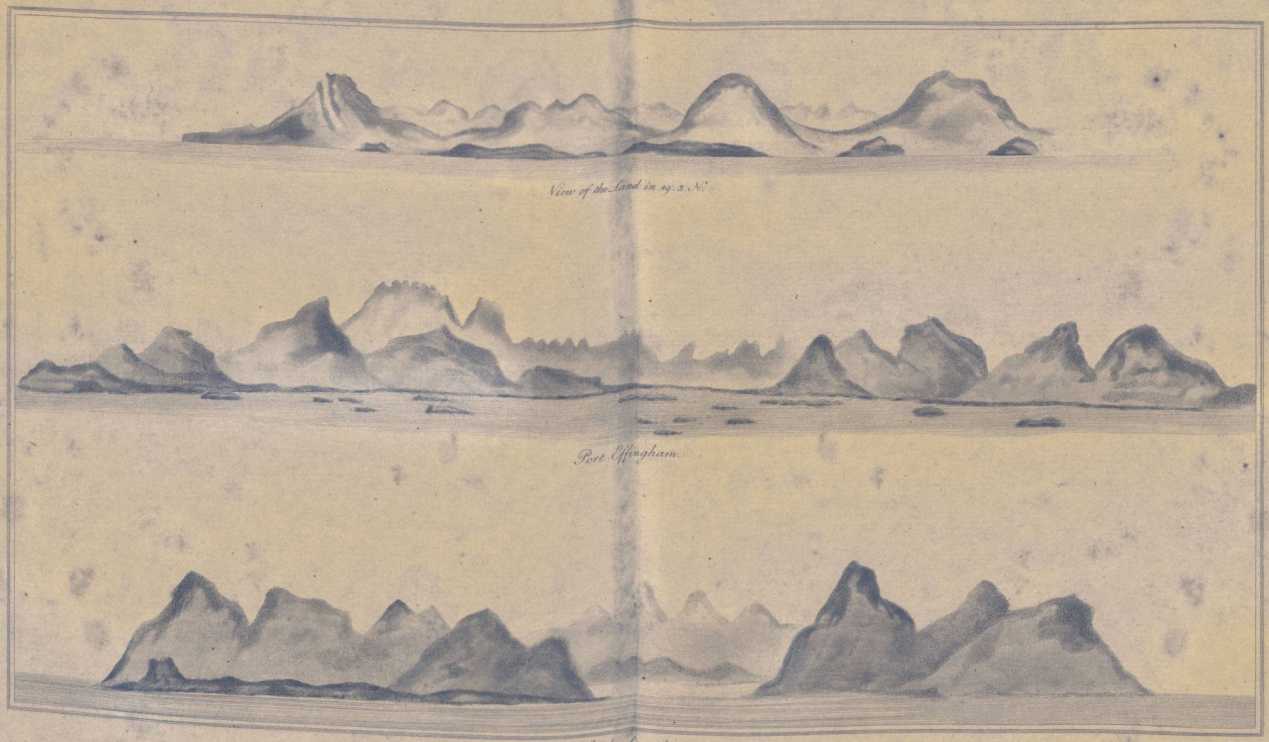
1788. MAY. derate till the 12th at noon, when the ſhip was wore, and we ſtood in for the land, bailing the water from the hold, which was rather encreaſing on us. The latitude was 49° 26′ North. We therefore kept ſtanding in for the land till ſeven o'clock in the evening, when that comfortable object was again very clearly diſcerned: but we had another mortification to ſuffer, for we found that the late ſtorm had blown us to leeward of the Sound. We were therefore under the provoking neceſſity of tacking once more, and ſtanding out to ſea, with the wind at North North Weſt; the Sound bearing North Eaſt, at the diſtance of ſeven leagues.

The night of the 12th was ſo tempeſtuous, that we were obliged to lay to under the reefed foreſail, all the crew being employed in bailing the water out of the hold; as it was not in our power to refit the pumps for immediate ſervice.

Tueſday 13 On the morning of the 13th the wind veered to the South by Eaſt, blowing as hard as ever, with heavy rain, when the ſhip was wore, and her head pointed in for the land. About eight it moderated, when ſail was immediately made, and, by ten o'clock, we happily anchored in Friendly Cove, in King George's Sound, abreaſt of the village of Nootka, in four fathoms water, and within an hundred yards of the ſhore, after a paſſage of three months and twenty-three days from China.—— The reader who has accompanied us through our long, difficult, and haraſſed voyage, will eaſily conceive the grateful joy we experienced on our arrival in ſafety at the harbour which we had fought with ſuch continued toil, and through ſuch various dangers.

It cannot be thought improper, as I truſt it will not prove altogether uſeleſs, to offer ſuch obſervations as occurred to me on the paſſage from China to the North Weſt Coaſt of America.

It



View of the Land in 49.3 N.

Port Effingham.

Nootka Sound.

Published Aug.st 1790, by J. Walter, N.o 169, Piccadilly.

It would not be prudent for ſhips bound to America, to purſue our route, if they are not ready for ſea by the middle of November, or the 10th of December at fartheſt. The long and heavy delay we met with, after leaving Samboingan, is the beſt proof of the difficulties we found in getting to the Eaſtward at this period of our voyage; when the currents alſo run more rapid, and the ſeaſon is more tempeſtuous, as we have reaſon to believe, than in the months of November and December. 1788. MAY.

It had been our intention, at one time, to perform this voyage by ſailing round New Holland, and ſtretching ſufficiently to the Eaſt, to fetch the Sandwich Iſlands previous to our making the coaſt of America; or we had the choice of puſhing through Endeavour Straits, and performing the ſame point; but this latter courſe was rejected on account of the dangerous archipelago of iſlands ſcattered to the Eaſtward of thoſe ſtraits; and the former was abandoned from the circuity of its navigation, which would demand a much longer time than we could ſpare: it was accordingly conjectured, that if a paſſage was attempted through the Sooloo Archipelago, then ſtretching to the Eaſtward, to weather New Guinea, New Ireland, and New Hanover,—and again tacking to the Northward, to obtain the Weſterly winds, that we ſhould have a quick and eaſy paſſage opened to America.

The event proved that we had judged rightly in adopting the laſt;—but, in my opinion, a ſtill eaſier and much better paſſage is now opened to America; and it is ſubmitted whether, in future, it would not be preferable for ſhips bound there, to effect their way by the paſſage between Luconia and Formoſa. This opinion is not the fanciful reſult of vague conjecture, but has, as I conceive, ſomewhat of an experimental foundation on the following circumſtances:—

1788. MAY. On our arrival with the Felice in China, in the autumn of 1788, the agent of the merchants in England, and the agent of the merchants in India, formed an union of intereſts, and aſſociated themſelves under a joint ſtock, to carry on the fur trade of America. They accordingly equipped a ſhip called the Argonaut, under the direction of Mr. Colnet, a lieutenant in his Majeſty's navy, and who had commanded in the years 1787 and 1788, the ſhip Prince of Wales of London, belonging to the merchants trading to America. This ſhip had performed her voyage to the coaſt, and returned to China with a valuable cargo of furs in 1788, and from thence to England, laden with teas on account of the Eaſt India Company. Mr. Colnet quitted the Prince of Wales in China, to command the Argonaut, and take charge of the aſſociated merchants property on the coaſt of America. Of his nautical abilities I ſhall only obſerve, that they are ſuch as to receive no addition to their reputation from any teſtimony of mine: he accordingly prepared the Argonaut for ſea, and the Princeſs Royal of London, a veſſel belonging to the ſame commercial ſociety.

Theſe ſhips were not ready for ſea till the 17th of April, 1789; when, on comparing the tracks of the Felice and the Iphigenia, and the time they met the Monſoon or Weſterly winds in the Northern Pacific Ocean, it was thought that the paſſage to America might be effected between Luconia and Formoſa, with greater eaſe and expedition than by purſuing the track by Magindanao.

The Princeſs Royal therefore ſailed in February, and did not reach the coaſt of America in leſs than ſixteen weeks: but the tardineſs of her voyage aroſe from her being a very heavy ſailer, and not copper-bottomed.—Whereas the Argonaut, who was both ſheathed with copper and a prime ſailer, left China the 26th of April, 1789, and arrived in

King George's Sound the 3d of July following; which was a paſſage that exceeded our moſt ſanguine expectations. 1788. MAY.

The future navigator from China to America, is here preſented with four different tracks of that voyage. But if it ſhould be my lot to be again engaged in it, I ſhould leave China early in the month of March, and endeavour to make a paſſage between Luconia and Formoſa, in order to gain the Pacific Ocean, where, at that ſeaſon, variable winds might be expected to the Northward of 20°; and when the violence of the North Eaſt Monſoon would alſo be much abated in the China ſeas. Indeed in the month of April, there would be almoſt a certainty of meeting the South Weſt Monſoon or Weſterly winds in the latitude of 25° or 30° North, which prevail there, and blew us home to the American ſhore.

On leaving Canton, great care ſhould be taken to work ſome diſtance up the coaſt of China, between the Lema Iſles, and as high as Pedro Blanco, or the White Rock, before the China ſea is croſſed for Formoſa: but no paſſage, I think, ſhould be attempted between the rocks of Ville Rete and the South-end of Formoſa, except during the day, in clear weather, and with the appearance of a free channel.

1788.
MAY.

CHAP. IX.

The commodious Situation of Friendly Cove, in King George's Sound.—Great Numbers of the Natives aſſemble to view the Ship.—The Joy of Comekela on his Arrival, &c.—Hannapa, a Chief, comes on board, with ſome Circumſtances of his Viſit.—The Natives bring Supplies of Fiſh.—Comekela prepares to go on Shore.—His Dreſs, &c. and the Manner in which he is received by his Countrymen.—Employments of the Crew.—The Arrival of Maquilla, Chief of King George's Sound, with Callicum, a Perſon the next in Rank to him.—A Deſcription of their Dreſſes, and the Ceremonies they practiſed on ſeeing the Ship.—They come on Board.—Preſent made them.—The Perſons of theſe Chiefs deſcribed.—Leave obtained to build an Houſe and Veſſel, and Ground granted for that Purpoſe.—Preſents made on the Occaſion.—Callicum attaches himſelf to the Ship, and is appointed Protector of the Party on Shore, by Maquilla.—An Houſe built in Friendly Cove.—Deſcription of it.—Keel of a Veſſel laid.—Some Account of the Murder of Callicum by the Spaniards, in the following Year.

THE ſhip had been moored but a very ſhort time, when it began to blow a tempeſtuous gale of wind, with very heavy rain; the commodious ſituation, therefore, of Friendly Cove, made us truly ſenſible of our good fortune, in being thus ſecurely placed in a protecting haven, where neither ſtorm or tempeſt could alarm our fears or trouble our repoſe.

Our earlieſt attention was invited to a multitude of the natives, aſſembled on the banks in front of the village, in order to take a view of the ſhip.

Sketch of
FRIENDLY COVE
in
NOOTKA SOUND,
taken by
Mr. Wedgborough

Engraved by T. Foot.

T. Stothard. del.

R. Pollard. sculp.

Callicum and Maquilla

Chiefs of Nootka Sound.

ſhip. Comekela, who for ſeveral days had been in a ſtate of the moſt anxious impatience, now enjoyed the inexpreſſible delight of once more beholding his native land, to which he returned with the conſcious pride of knowledge acquired by his voyage, and in the poſſeſſion of thoſe articles of utility or decoration, which would create the wonder, and encreaſe the reſpect of his nation. His joy, however, received no inconſiderable interruption from the abſence of his brother Maquilla, the chief of King George's Sound, and his relation Callicum, who ſtood next in rank to the ſovereign. Theſe chiefs were, at this time, on a viſit of ceremony to Wicananiſh, a powerful prince of a tribe to the Southward. Of this circumſtance we were informed by Hannapa, who in the abſence of the two ſuperior chiefs was left in power at Nootka, and who was come on board to pay us a viſit. 1788. MAY.

At this time Comekela was dreſſed in a ſcarlet regimental coat, decorated with braſs buttons,—a military hat ſet off with a flaunting cockade, decent linens, and other appendages of European dreſs, which was far more than ſufficient to excite the extreme admiration of his countrymen. Nor was Hannapa inſenſible to the appearance of Comekela; for he regarded him not only with the moſt prying attention, but alſo with ſtriking expreſſions of that envy which is a very prevalent paſſion among the natives of this part of America.

In a ſhort time the ſhip was ſurrounded with a great number of canoes, which were filled with men, women and children; they brought alſo conſiderable ſupplies of fiſh, and we did not heſitate a moment to purchaſe an article ſo very acceptable to people juſt arrived from a long and toilſome voyage.

In

1788. May. In the evening the weather cleared up, and Comekela prepared to go on ſhore. The news of his intention was ſoon communicated to the village, which immediately poured forth all its inhabitants to welcome him to his native home.

Comekela had now arrayed himſelf in all his glory. His ſcarlet coat was decorated with ſuch quantities of braſs buttons and copper additions of one kind or other, as could not fail of procuring him the moſt profound reſpect from his countrymen, and render him an object of the firſt deſire among the Nootka damſels. At leaſt half a ſheet of copper formed his breaſt-plate; from his ears copper ornaments were ſuſpended, and he contrived to hang from his hair, which was dreſſed *en queue*, ſo many handles of copper ſaucepans, that his head was kept back by the weight of them, in ſuch a ſtiff and upright poſition, as very much to heighten the ſingularity of his appearance. For various articles of his preſent pride Comekela had been in a ſtate of continual hoſtility with the cook, from whom he had contrived to purloin them; but their laſt and principal ſtruggle was for an enormous ſpit, which the American had ſeized as a ſpear, to ſwell the circumſtance of that magnificence with which he was on the moment of dazzling the eyes of his countrymen;—And ſituated as we were, this important article of culinary ſervice could not be denied him. In ſuch a ſtate of accoutrement, and feeling as much delight as ever fed the pride of the moſt ſplendid thrones of Europe or the Eaſt, we ſet out with him for the ſhore, when a general ſhout and cry from the village aſſured him of the univerſal joy which was felt on his return.

The whole body of inhabitants moved towards the beach, and with a moſt unpleaſant howl, welcomed him on ſhore. At the head of them appeared

appeared his aunt, an old woman of about eighty years of age, and, from her appearance, might have been ſuppoſed to have lived in a continual ſtate of filth and dirtineſs from her birth to the moment in which we beheld ſuch a diſguſting object. She embraced her nephew with great affection, and ſhed the ſcalding rheum of her eyes on the cheek of Comekela. 1788. MAY.

After the firſt ceremonies of welcome were over, and the firſt gaze of admiration ſatisfied, the whole company proceeded to the king's houſe, into which perſons of rank were alone permitted to enter, and where a magnificent feaſt of whale blubber and oil was prepared: the whole company ſat down with an appetite well ſuited to the luxuries of the banquet: even the little children drank the oil with all the appearance of extreme gratification; but Comekela's taſte ſeemed to have been in ſome degree vitiated by the Indian and European cookery, and he did not enjoy his native delicacies with the ſame voracious gluttony as if his ſtomach had never known the variety of other food than that of Nootka. The evening was paſſed in great rejoicing; their ſongs and dancing continued during the greateſt part of the night. We returned on board early in the evening; but we heard for a long time after the ſound of their feſtivity.

Nootka is ſituated on a riſing bank, which fronts the ſea, and is backed and ſkirted with woods*. In Friendly Cove the houſes are large, and in the common faſhion of the country. Each of theſe manſions accommodates ſeveral families, and is divided into partitions, in the

* A particular account of the village or town of Nootka, is reſerved for that part of this volume which will treat at large of the commerce, geography, &c. of the North Weſt Coaſt of America.

manner

1788. MAY. manner of an Engliſh ſtable, in which all kinds of dirt, mixed with blubber, oil and fiſh, are diſcovered by more ſenſes than one, to form a maſs of undeſirable filthineſs.

Wedneſday 14 On the 14th, the weather was ſufficiently fair to admit of our diſpatching a party on ſhore to erect a tent for the wooders and waterers, as well as one for the ſail-makers. For this purpoſe a ſpot was choſen at a ſmall diſtance from the village, and contiguous to a rivulet. The reſt of the crew were employed in unreefing the running rigging, bending the ſails, and the other neceſſary duties of the ſhip.

Friday 16 On the 16th, a number of war canoes entered the cove, with Maquilla and Callicum; they moved with great parade round the ſhip, ſinging at the ſame time a ſong of a pleaſing though ſonorous melody:—there were twelve of theſe canoes, each of which contained about eighteen men, the greater part of whom were cloathed in dreſſes of the moſt beautiful ſkins of the ſea otter, which covered them from their necks to their ancles. Their hair was powdered with the white down of birds, and their faces bedaubed with red and black ochre, in the form of a ſhark's jaw, and a kind of ſpiral line, which rendered their appearance extremely ſavage. In moſt of theſe boats there were eight rowers on a ſide, and a ſingle man ſat in the bow. The chief occupied a place in the middle, and was alſo diſtinguiſhed by an high cap, pointed at the crown, and ornamented at top with a ſmall tuft of feathers.

We liſtened to their ſong with an equal degree of ſurpriſe and pleaſure. It was, indeed, impoſſible for any ear ſuſceptible of delight from muſical ſounds, or any mind that was not inſenſible to the power of melody, to remain unmoved by this ſolemn, unexpected concert. The chorus was in uniſon, and ſtrictly correct as to time and tone; nor did a diſſonant

note eſcape them. Sometimes they would make a ſudden tranſition from the high to the low tones, with ſuch melancholy turns in their variations, that we could not reconcile to ourſelves the manner in which they acquired or contrived this more than untaught melody of nature.—There was alſo ſomething for the eye as well as the ear; and the action which accompanied their voices, added very much to the impreſſion which the chaunting made upon us all. Every one beat time with undeviating regularity, againſt the gunwale of the boat, with their paddles; and at the end of every verſe or ſtanza, they pointed with extended arms to the North and the South, gradually ſinking their voices in ſuch a ſolemn manner, as to produce an effect not often attained by the orcheſtras in our quarter of the globe. 1788. MAY.

They paddled round our ſhip twice in this manner, uniformly riſing up when they came to the ſtern, and calling out the word *wacuſh*, *wacuſh*, or friends. They then brought their canoes along-ſide, when Maquilla and Callicum came on board. The former appeared to be about thirty years, of a middle ſize, but extremely well made, and poſſeſſing a countenance that was formed to intereſt all who ſaw him. The latter ſeemed to be ten years older, of an athletic make, and a fine open arrangement of features, that united regard and confidence. The inferior people were proper and very perſonable men. A ſeal-ſkin filled with oil was immediately handed on board, of which the chiefs took a ſmall quantity, and then ordered it to be returned to the people in the canoes, who ſoon emptied the veſſel of this luxurious liquor.

A preſent, conſiſting of copper, iron, and other gratifying articles, was made to Maquilla and Callicum, who, on receiving it, took off their ſea-otter garments, threw them, in the moſt graceful manner, at

1788. MAY. our feet, and remained in the unattired garb of nature on the deck.—They were each of them in return preſented with a blanket,--when with every mark of the higheſt ſatisfaction, they deſcended into their canoes, which were paddled haſtily to the ſhore.

The manner in which theſe people give and receive preſents is, we believe, peculiar to themſelves. However coſtly the gift may be in their own eyes, they wiſh to take away all idea of conferring any obligation on the receiver of it. We have ſeen two chiefs meet on a viſit of ceremony provided with preſents of the richeſt furs, which they flung before each other with an air that marked the moſt generous friendſhip, and rivalled that amiable interchange of kindneſs which diſtinguiſhes the more poliſhed nations of the world.

Sunday 25 From the time of our arrival at Nootka to the 25th, we had much bad weather; but that circumſtance, however unpleaſant, did not prevent us from engaging in the different operations we had in view. Maquilla had not only moſt readily conſented to grant us a ſpot of ground in his territory, whereon an houſe might be built for the accommodation of the people we intended to leave there, but had promiſed us alſo his aſſiſtance in forwarding our works, and his protection of the party who were deſtined to remain at Nootka during our abſence. In return for this kindneſs, and to enſure a continuance of it, the chief was preſented with a pair of piſtols, which he had regarded with an eye of ſolicitation ever ſince our arrival. Callicum, who ſeemed to have formed a moſt affectionate attachment to us, was alſo gratified, as well as the ladies of his family, with ſuitable preſents: it indeed became our more immediate attention to confirm his regard, as he had been appointed by Maquilla to be our particular guardian and protector, and had the moſt peremptory injunctions to prevent the natives from making any depredations on us.

But however diſpoſed we might be to rely on the friendſhip of theſe chiefs, we thought it prudent, during the negotiation between us, to inform them of our power, by explaining the force we poſſeſſed, and the mode of applying it, in caſe they ſhould at any time change their preſent diſpoſitions towards us. We wiſhed to operate on their fears as well as their gratitude, in order to ſecure, with greater certainty, the object of our voyage. 1788. MAY.

Great advances were made in building the houſe, which on the 28th was completely finiſhed. In the very expeditious accompliſhment of this important work, the natives afforded us all the aſſiſtance in their power, not only by bringing the timber from the woods, but by readily engaging in any and every ſervice that was required of them. When the bell rung for our people to leave off work in the evening, the native labourers were always aſſembled to receive their daily pay, which was diſtributed in certain proportions of beads or iron. Such a proceeding on our part, won ſo much upon their regard and confidence, that we could not find employment for the numbers that continually ſolicited to engage in our ſervice. Wedneſday 28

The houſe was ſufficiently ſpacious to contain all the party intended to be left in the Sound.—On the ground-floor there was ample room for the coopers, ſail makers and other artizans to work in bad weather: a large room was alſo ſet apart for the ſtores and proviſions, and the armourer's ſhop was attached to one end of the building and communicated with it. The upper ſtory was divided into an eating room and chambers for the party. On the whole, our houſe, though it was not built to ſatisfy a lover of architectural beauty, was admirably well calculated for the purpoſe to which it was deſtined, and appeared to be a ſtructure of uncommon magnificence to the natives of King George's Sound.

1788. JUNE. A ſtrong breaſt-work was thrown up round the houſe, encloſing a conſiderable area of ground, which, with one piece of cannon, placed in ſuch a manner as to command the cove and village of Nootka, formed a fortification ſufficient to ſecure the party from any intruſion. Without this breaſt-work, was laid the keel of a veſſel of 40 or 50 tons, which was now to be built agreeable to our former determinations.

Thurſday 5 By the 5th of June, our operations were conſiderably advanced; the ſhips had been caulked, the rigging repaired, and the ſails were overhauled;—ſtone ballaſt had been received on board, as we found the danger of ſand ballaſt, on account of its choaking the pumps, and the ſhip was wooded, watered, and got ready for ſea. All this various and neceſſary buſineſs was done, though the weather had been very indifferent from the time of our arrival, having had almoſt continual heavy rains, with ſoutherly winds. Theſe rains had entirely waſhed the ſnow from off the ground, and except on the ſummits of the mountains and the higher hills, ſmall patches of it only were now to be ſeen; but vegetation was ſtill very backward, and changed but by a very gentle gradation the dreary appearance of the country on our arrival.

The party deſtined to remain on ſhore were buſily employed in their various occupations: ſome were engaged in bringing the timber from the woods at a great diſtance, and through a thick foreſt of very difficult paſſage; others in ſawing and ſhaping it for the ſeveral purpoſes to which it was to be applied, while the armourers were buſy in making bolts, nails, &c. ready for uſe, or forging iron into the neceſſary articles of trade; ſo that, by proceeding on a ſyſtem of order and regularity, we had, in a very little time, formed our new dock-yard, in which the carpenters had already laid the keel, and raiſed, bolted and fixed the ſtern and ſtern-poſt; ſo that expectation had but a little while to look

forward, till it would be gratified in ſeeing this veſſel fit for the ſervice to which it was deſtined. 1788. JUNE.

If hiſtories of navigation were written merely to amuſe the leiſure hours of the rich, or to ſatisfy the eager enquiries of the philoſopher, much of the minute parts of ſuch a work as this would be neceſſarily omitted, as unentertaining to the one, or beneath the notice of the other; but narratives of voyages are applicable to other purpoſes; and, if they ſhould not prove inſtructive to future navigators—if they ſhould not tend to aid and facilitate the progreſs of commercial enterprize, the difficulties and dangers of ſuch voyages muſt have been encountered in vain, and the time employed in writing an account of them be added to the waſte of life.

The good harmony and friendly intercourſe which ſubſiſted between us and the natives, will, we truſt, be conſidered as a proof that our conduct was regulated by the principles of humane policy; while the generous and hoſpitable demeanour of our faithful allies will convey a favourable idea of their character, when treated with that kindneſs which unenlightened nature demands, and is the true object of commercial policy to employ.

The various offices of perſonal attachment which we received from many individuals of theſe people, were ſufficient to convince us that gratitude is a virtue well known on this diſtant ſhore,—and that a noble ſenſibility to offices of kindneſs was to be found among the woods of Nootka.——Callicum poſſeſſed a delicacy of mind and conduct which would have done honour to the moſt improved ſtate of our civilization; a thouſand inſtances of regard and affection towards us might be related of this amiable man, who is now no more; and the only return that we

can

1788. JUNE. can make for his friendſhip is to record it, with every expreſſion of horror and deteſtation of that inhuman and wanton ſpirit of murder, which deprived his country of its brighteſt ornament, the future navigator of a protecting friend,—and drove an unoffending and uſeful people from their native home, to find a new habitation in the diſtant deſart*.

* This amiable chief was ſhot through the body in the month of June, 1789, by an officer on board one of the ſhips of Don Joſeph Stephen Martinez. The following particulars we received from the maſter of the North Weſt America, a young gentleman of the moſt correct veracity, who was himſelf a mournful witneſs of the inhuman act:—

Callicum, his wife and child, came in a ſmall canoe, with a preſent of fiſh, along-ſide the Princeſſa, the commodore's ſhip; and, the fiſh being taken from him in a rough and unwelcome manner, before he could preſent it to the commander,—the chief was ſo incenſed at this behaviour, that he immediately left the ſhip, exclaiming as he departed, *peſhae, peſhae!* the meaning of which is, bad, bad!—This conduct was conſidered as ſo offenſive, that he was immediately ſhot from the quarter-deck, by a ball, through the heart. The body on receiving the ball, ſprung over the ſide of the canoe and immediately ſunk. The wife was taken with her child, in a ſtate of ſtupefaction to the ſhore by ſome of her friends, who were witneſſes of this inhuman cataſtrophe. Shortly after, however, the father of Callicum ventured on board the Spaniſh ſhip, to beg permiſſion to creep for the body beneath the water, when this ſad requeſt of parental ſorrow was refuſed, till the poor afflicted ſavage had collected a ſufficient number of ſkins among his neighbours to purchaſe, of chriſtians, the privilege of giving ſepulture to a ſon whom they had murdered. The body was ſoon found, and followed to its place of interment by the lamenting widow, attended by all the inhabitants of the Sound, who expreſſed the keeneſt ſorrows for a chief whom they loved, and to whoſe virtues it becomes our duty to give the grateful teſtimony of merited affection.

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JUNE.

CHAP. X.

Methods employed by the Natives to advance the Price of Sea Otters Skins.—Their Superiority in arranging their Bargains between us.—Conduct of Comekela,—Made a Chief through our Influence.—His Marriage.—The Magnificence of the Entertainment on the Occaſion.—Maquilla and his Chiefs affect our Dreſs and Manners.—Valuable Preſent of Maquilla.—A Grindſtone ſtolen.—An human Hand offered for Sale.—Narrow Eſcape of the Natives on the Occaſion.—Melancholy Loſs of Part of the Crew of the Imperial Eagle, in 1787.—Suſpicion that Maquilla is a Cannibal.—Extraordinary Pillow of Callicum.—The Inhabitants of Friendly Cove remove to a ſmall Diſtance.—The Reaſons and Facility of their Removal.—A young Otter brought for Sale.

IN the interval between our arrival and the fifth of June, a very briſk trade had been carried on for furs, and we had procured upwards of one hundred and forty ſea otter ſkins. On our firſt arrival we had ſtipulated a certain price for every different kind of fur, according to its value; but in the whole buſineſs of this traffic they availed themſelves of every advantage; and it was our intereſt, from the views of future benefit, to ſubmit to any deviation they attempted to make from their original agreement.

After ſome little time they changed the whole order of their traffic with us; and inſtead of common barter, according to the diſtinct value of

1788. JUNE. of the articles exchanged, the whole of our mercantile dealings was carried on by making reciprocal preſents; the ceremony of which was accompanied with the utmoſt diſplay of their pride and hoſpitality.—The particulars of theſe cuſtoms are related at large in that part of the work which is more particularly aſſigned to commercial information.

Whenever Maquilla or Callicum thought proper to make us a preſent, one of their perſonal attendants was ſent to requeſt the company of the *Tyhee*, or Captain, on ſhore, who always accepted the invitation, charged with ſuch articles as were intended to be preſented in return. On our arrival at the habitation of the chiefs, where a great number of ſpectators attended to ſee the ceremony, the ſea otter ſkins were produced with great ſhoutings and geſtures of exultation, and then laid at our feet. The ſilence of expectation then ſucceeded among them, and their moſt eager attention was employed on the returns we ſhould make; nor can it be ſuppoſed, that, conſidering our credit as Britiſh merchants, we were deficient in affording the expected ſatisfaction:—beſides, it had been artfully enough hinted by our Nootka friends, that as ſoon as their preſent ſtock of ſkins was exhauſted, they ſhould go upon an expedition to procure more; and this was one circumſtance, among others, which naturally tended to quicken the ſpirit of commerce between us.

Since the firſt diſcovery of this Sound by Captain Cook, ſeveral ſhips had arrived there for the purpoſe of trading with the natives, who had acquired a greater degree of civilization from ſuch a communication than we expected to have found amongſt them;—but it was a matter of ſome ſurprize to us, that they appeared, at leaſt to our obſervation, totally deſtitute of European articles: for, of all the iron, copper, beads, &c. which they muſt have received in return for their furs, not a particle of them

them was now to be ſeen;—nor is it eaſy to conjecture in what manner they had contrived, in ſo ſhort a time, to diſſipate their treaſures. 1788. JUNE.

The fickleneſs that they at times diſcovered in their traffic, was occaſionally very troubleſome. At one time copper was their favourite object; at another, iron was the only commodity in eſtimation among them; beads would alſo have their turn of preference. But this heſitation in their choice was generally determined by a medley of them all.

Comekela was, at firſt, very active in forwarding our commercial arrangement; but he had become very deficient in his native tongue, and he now ſpoke ſuch a jargon of the Chineſe, Engliſh, and Nootkan languages, as to be by no means a ready interpreter between us and the natives;—beſides, in returning to the manners of his country, he began to prefer the intereſts of his countrymen, and, amidſt the renewed luxuries of whale-fleſh, blubber and oil, to forget the very great kindneſſes we had beſtowed upon him.—But as he had, through our influence, been raiſed into a ſituation of truſt and honour, it was not our intereſt to unfold our ſuſpicions of his duplicity and ingratitude towards us. Maquilla had committed to him the care of his moſt valuable treaſures, among which was a braſs mortar, left by Captain Cook, which was held in the higheſt degree of eſtimation by the Nootka Chief. This piece of culinary furniture was elevated from a ſtate of ſervile uſe, to become a ſymbol of royal magnificence. It was kept extremely bright, and, in viſits, or meetings of ceremony, it was borne before Maquilla, to aid the ſplendor of the regal character.—It was therefore an object rather to recall his former diſpoſitions towards us, by the continuance of our friendſhip, than to juſtify his deviation from that regard which it was his duty to manifeſt in our favour. We therefore exerted our influence with his brother Maquilla, to elevate him at once to the character of chief,

1788. JUNE. by marrying him to a woman of rank in his own diſtrict. This favour was immediately granted to our ſolicitation, and we were invited to the nuptials, which were ſolemnized with all poſſible magnificence.—Half a whale, a large quantity of other fiſh, with an adequate proportion of oil, formed the ſumptuous part of this entertainment, which was ſerved with a ſurprizing degree of regularity to near three hundred people, who conducted themſelves with great order, and expreſſed extreme ſatisfaction at the ſplendor and hoſpitality of their chief.

Friday 6 On the 6th, a meſſenger came on board from Maquilla, with the information that he was preparing to make us a very ſuperb preſent, and to deſire our attendance on ſhore, in order to receive it.—We immediately waited on the chief, and found him dreſſed in an European ſuit of cloaths, with a ruffled ſhirt, and his hair queued and powdered :—theſe decorations of his perſon were part of thoſe preſents which Comekela had received from us, and were, with all their weight of copper ornaments, conſidered as a proud diſtinction of Nootka royalty. The king was ſurrounded with ſeveral chiefs, who were all adorned with ſome particular article of Engliſh dreſs, which appeared to afford an uncommon gratification to their vanity; and, on this occaſion, they had cleanſed their faces from all the oil and ochre with which they were uſually bedaubed.—Indeed, the metamorphoſis was of ſuch a nature, as, on our firſt entering the houſe, to puzzle us a little in the recognition of our friends. This circumſtance afforded them conſiderable entertainment, which was followed by their riſing up and imitating our mode of ſalutation. The manner of taking off their hats, the curious geſtures they fell into, in ſcraping and bowing to each other, with a few Engliſh words which they had acquired, and now repeated aloud, without connection or underſtanding, compoſed a ſcene with which they were delighted, and we could not be diſpleaſed. When theſe good-humoured ceremonies were over,

over, the chief ordered ſeveral very fine ſea otter ſkins to be produced before us, and afterwards ſent on board the ſhip; to which he added a very fine deer, that had been juſt killed in the woods by one of his people. We were not backward in making a ſuitable preſent to Maquilla; and, on our return to the ſhip, we found that the otter-ſkins had preceded us. 1788. JUNE.

The arrival of Comekela had inſpired theſe people with a decided preference for the articles of European dreſs;—an hat, a ſhoe, or a ſtocking, would generally turn the balance of commercial negotiation in our favour:—nor did we neglect any motives in our power to encourage a fancy which might promote the uſe of woollens amongſt them.

On the 7th, a complaint was made by the cooper that his grindſtone had been ſtolen by the natives.—This was the firſt act of depredation that we had ſuffered;—indeed the different ſhips that had viſited the Sound before us are ſaid to have endured a ſimilar loſs. We had obſerved that the attention of the people had been principally directed to this ſtone, being convinced that it contained ſome peculiar charm, by which it communicated, with ſuch little trouble, ſo ſharp an edge to our iron; an operation which they found a matter of no common difficulty. Saturday 7

The loſs of this article was of ſome importance; and every means was exerted to recover it, but in vain;—even our application to Maquilla was not attended with the uſual ſucceſs.—It was, however, thought more prudent to connive at the theft, than engage in a diſpute with the people;—we therefore contented ourſelves with iſſuing ſtrict orders that none of the natives, except the chiefs, ſhould, in future, be admitted within the breaſt-work that ſurrounded the houſe.

1788. JUNE. Sunday 8 On the 8th, a ſtrange canoe with ſeveral people in it entered the cove, and, coming alongſide the ſhip, ſold us a ſmall number of ſea otter ſkins:—they alſo offered for ſale an human hand, dried and ſhrivelled up; the fingers of which were compleat, and the nails long; but our horror may be better conceived than expreſſed, when we ſaw a ſeal hanging from the ear of one of the men in the canoe, which was known to have belonged to the unfortunate Mr. Millar, of the Imperial Eagle, whoſe melancholy hiſtory was perfectly well known to every one on board*. The ſailors ſcarcely heſitated a moment in expreſſing their opinion that it muſt have been the hand of Mr. Millar, and that the people before them were the murderers of that officer. This ſuſpicion would have cauſed the certain death of our viſitors, if it had not been ſuggeſted that the ſeal in queſtion might have been transferred, by a ſucceſſion of barters, to the preſent poſſeſſor.—The being in poſſeſſion of the hand was, however, conſidered as ſo preponderating a circumſtance, that it was no eaſy matter to keep the ſailors in due bounds; and who, after all, could not be reſtrained from driving theſe people away from the ſhip, with every mark of inſult and deteſtation. They proved, however, to be innocent of the crime of which they had been ſuſpected; as we were aſſured, the next day, by Maquilla himſelf, on his own knowledge, that they had received the articles which had occaſioned ſo much diſguſt to us, in the way of trade, from the natives of Queenhythe, which was the very place where Mr. Millar and his aſſociates had been murdered.—But the chief did not attempt to

* The Imperial Eagle was a ſhip employed to collect furs on the Coaſt of America, in the year 1787. In the courſe of this buſineſs, the Captain diſpatched his long-boat from King George's Sound, on a trading expedition as far as 47° North; ſhe then anchored a-breaſt of a river, the ſhallows at whoſe entrance prevented the long-boat from getting into it. A ſmall boat, however, which was attached to the other, was ſent up the river with Mr. Millar, an officer of the Imperial Eagle, another young gentleman, and four ſeamen.—They continued rowing till they came to a village, where they were ſuppoſed to have been ſeized and murdered by the natives, as their cloaths were afterwards found ſtained with blood.

deny

deny that the hand had belonged to one of our unhappy countrymen; and, from his manifeſt confuſion in converſing on this ſubject, and various other concurring circumſtances, which will be related hereafter, we were very much diſpoſed to believe that Maquilla himſelf was a cannibal. There is, indeed, too much reaſon to apprehend that the horrible traffic for human fleſh extends, more or leſs, along this part of the continent of America. Even our friend Callicum repoſed his head, at night, upon a large bag, filled with human ſkulls, which he ſhewed as the trophies of his ſuperior courage; and it is more than probable, that the bodies of the victims to which they belonged, had furniſhed a banquet of victory for him, and the warriors that ſhared his ſavage glory. 1788. JUNE.

On the ſame day Wicananiſh, a powerful chief to the Southward, at whoſe court Maquilla was viſiting when we arrived in the Sound, came to return the viſit, with two war canoes, and the greater part of his numerous ſuite ſuperbly dreſſed in furs of the higheſt eſtimation. Theſe people were of a more thriving appearance than our friends at Nootka, which aroſe, probably, from their being ſituated on a part of the coaſt where whales were in greater plenty;—for this article, on which much of the ſuſtenance, and all their luxury depended, was beginning to be ſcarce in Nootka Sound. Wicananiſh paid us a formal viſit on board the Felice, and invited us to his place of reſidence, with a promiſe of great abundance of furs;—but we could not, at preſent, tempt him, or any of his attendants, by any articles in our poſſeſſion, to part with the beautiful dreſſes which they wore.

On the 10th, we obſerved a general commotion throughout the village, and, in a ſhort time, as if by enchantment, the greater part of the houſes diſappeared.—When we went on ſhore, Maquilla informed us that Tueſday 10.

1788. JUNE. his people were preparing to remove to a bay which was at the diſtance of about two miles from the Sound, on account of the great quantities of fiſh which reſorted thither, not only to procure a preſent ſtock of whale and other fiſh, but to take the earlieſt opportunity to prepare for their winter's ſubſiſtence.

The manner in which the houſes of Nootka are conſtructed, renders the embarkations as well as debarkations a work of little time and ready execution, ſo that a large and populous village is entirely removed to a different ſtation with as much eaſe as any other water carriage. But a more particular account of theſe and ſimilar circumſtances relating to the manners and cuſtoms of theſe North Weſtern Americans, will, as we have before had occaſion to obſerve, be given in another part of this volume.

Several young ſea otters were brought on board for ſale, which found no purchaſers. One of them was brought alive; the dams and all their whelps had been killed by Maquilla, except this, which, however, had met with ſome very rough treatment, as one of its eyes had been evidently forced out of its ſocket. It was very ſmall, made a noiſe exactly like a young child, and was the moſt animated creature we had ever ſeen among the brute race.—After keeping it a day or two, we threw it into the ſea, in order to let it eſcape; but, to our great ſurprize, we found that it could neither dive or ſwim, but continued flouncing about in the water till we retook it on board, when it ſoon after died from the bruiſes it had received.—This circumſtance is, however, eaſily accounted for, as the dam of the ſea otter is well known to carry its young ones on its back till a certain period, when they have acquired both ſtrength and habit to take care of themſelves.

CHAP.

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CHAP. XI.

Ship prepares to put to Sea.—The Pinnace ſtolen by the Natives.—Impoſſibility of recovering her.—Some uneaſineſſes on board the Ship.—Officers and Party intended to be left on ſhore, landed.—Proviſions made for equipping the New Veſſel.—The Safety of the Party conſulted.—Progreſs of the New Veſſel.—Health of the Crew.—Supplies of Fiſh.—A formal Viſit to Maquilla, and Renewal of the Treaty, &c.—He is made acquainted with the probable Time of the IPHIGENIA'S *Arrival.—Requeſts a Letter for the Captain.—Our Aſtoniſhment at his Knowledge, and by what Means it was obtained.—Story of Mr. Maccay.—Callicum arrives from hunting the Sea Otter.—Articles which had belonged to Sir Joſeph Banks in his Poſſeſſion.—The Ship puts to Sea.—Plan of future Proceedings, &c. &c.*

ON the 11th of June, the weather being fine and moderate, the ſhip was unmoored and towed by the boats out of Friendly Cove, in order to put to ſea: it had been our intention to have departed on the 9th, but we ſuffered an accident which very much diſtreſſed us: this was no leſs than the loſs of the Pinnace, a very large fine boat, and the only one of the kind we had. We were diſpoſed to believe at firſt, that ſhe broke adrift from the ſhip in the night, in a guſt of wind, without being perceived by the watch;—but in the morning ſhe was not to be ſeen, and both boats and canoes were diſpatched in ſearch of her, but to no purpoſe of ſucceſs. Large rewards were then offered to the natives if they would reſtore her, as, from a variety of circumſtances, we had no doubt but that ſhe was in their poſſeſſion. Maquilla and Cal- Wedneſday 11

licum

1788. JUNE. licum both aſſerted their innocence in the ſtrongeſt terms; but it afterwards appeared, as we ſuſpected, that the boat had been ſtolen and broken up for the ſake of the iron and nails, which were afterwards diſperſed throughout the Sound.

This theft threatened, at firſt, a rupture between us and the chief; and while there were any hopes of producing the reſtoration of the Pinnace, we aſſumed rather an appearance of reſentment; but when we were convinced that the recovery of the boat was impracticable, we let the matter paſs over without any further buſtle or diſturbance. Had we, indeed, proceeded to take any ſteps towards a retaliation, it would probably have occaſioned a breach between us and the chief of Nootka, which might have been diſadvantageous to our commercial objects in general, and been attended with evident danger to the party we ſhould leave behind us. We therefore contented ourſelves with warning Maquilla againſt any depredations of a ſimilar nature, and ſuſpending the quarter-maſters from their ſtations, as it was from their neglect that this very diſtreſſing inconvenience proceeded.

There ſtill continued to lurk amongſt the crew thoſe ſymptoms of mutiny which had, at times, diſcovered itſelf in the early part of the voyage; though we had flattered ourſelves that it was entirely eradicated previous to our arrival at Samboingan. The boatſwain had lately failed in that reſpect to the officers which the duties of his ſtation indiſpenſably obliged him to obſerve. But a proper degree of ſpirit and exertion checked ſuch menacing conduct, and he was degraded from his ſituation to the inferior duty before the maſt. Another boatſwain was appointed in his ſtead, and the whole of this proceeding was entered in the log-book.

On the day previous to our departure we landed the officers and party who were to remain on ſhore with the carpenters, in order to compleat the veſſel. Proper inſtructions were left with the commanding officer, ſhould the Felice fail in her propoſed return, or any fatality happen either to her or the Iphigenia, who was expected in the Sound by the latter end of the autumn. In caſe ſuch an accumulated misfortune ſhould befal the expedition, we left every neceſſary ſtore to equip the new veſſel for ſea, with ſufficient proviſions to carry her to the Sandwich Iſlands, where ſhe would be able to obtain ſufficient refreſhment to enable her to proceed to China. It was but a neceſſary duty to guard, as well as we were able, againſt every poſſible calamity; the ſhip's company did not appear to feel any impreſſions of an unfavourable omen, and we left our friends on ſhore with the moſt chearing hopes of finding them at our return, in a ſituation of great advantage and comfort. 1788. JUNE.

But, independent of the veſſel, we hoped to reap very conſiderable benefits from the party on ſhore; at leaſt we had every reaſon to expect that they would collect all the furs taken by the inhabitants of King George's Sound during the ſummer months, which we knew muſt be conſiderable. We were, at all events, very certain that they would remain free from diſturbance and moleſtation; for beſides a piece of cannon mounted on the works, the little fort was well ſupplied with arms and ammunition; and the garriſon, including the artificers, was fully ſufficient to defend it againſt any power that could be brought againſt it.

The veſſel was in great forwardneſs, ſeveral of her floor timbers were laid, and the armourers had prepared a large quantity of nails and bolts. There was eſtabliſhed, beſides, a very convenient rope-walk, and we had already begun to manufacture that eſſential article. So that, if all the circumſtances of erecting a comfortable and commodious houſe, ballaſting

1788. JUNE. and equipping the Felice for ſea, and the laborious buſineſs of procuring timber and preparing materials for the conſtruction of the new veſſels, with ſome few neceſſary attentions to our commercial arrangements, be conſidered, the accuſation of idleneſs or negligence, would be the laſt that the moſt unreflecting injuſtice could lay to our charge.

On our firſt arrival in the Sound the country appeared moiſt, dreary, and uncomfortable; but we obſerved very little ſnow then on the ground, and that little was quickly waſhed away by the heavy rains which ſucceeded our arrival:—we found the air remarkably mild, and the freſh greens and onions, which were in the greateſt abundance, ſoon reſtored the invalids we had on board to a ſtate of perfect health.

Our ſupplies of fiſh were conſtant and regular, and the natives never failed to bring to daily ſale as much of this article as they could ſpare from the demands of home conſumption.

On the eve of our departure, a formal viſit was paid Maquilla, in order to acquaint him that on the next day we propoſed to leave the Sound. We made him underſtand that it would be three or four months before our ſhip would return, and about what time we ſuppoſed the veſſel on the ſtocks would be launched. They called the latter *Mamatlee* or ſhip, and the former *Tighee Mamatlee*, or great ſhip.——The chief was alſo requeſted to ſhew every mark of attention and friendſhip to the party we ſhould leave on ſhore; and as a bribe to ſecure his attachment, he was promiſed that when we finally left the coaſt, he ſhould enter into full poſſeſſion of the houſe and all the goods and chattels thereunto belonging. As a proof of our immediate regard, he was preſented with a ſuit of cloaths covered with metal buttons, in his eyes of extraordinary eſtimation; ſeveral preſents were made to the ladies of his family; and as we were

were taking our leave, an old lady, the aunt of Comekela, whom we have already deſcribed as a maſs of age and filthineſs, requeſted, in a very earneſt manner, to be indulged with a pair of buckles, which, immediately on her receiving them, were hung in her ears with the ſame pride that European beauty feels in decorating its charms with the gems of India. 1788. JUNE.

Maquilla, who was glowing with delight at the attentions we had paid him, readily granted every requeſt we thought proper to make, and confirmed, with the ſtrongeſt aſſurances of good faith, the treaty of friendſhip which had been already entered into between us. He was now alſo informed that another ſhip was expected in the Sound, which might probably arrive in our abſence, and that the Captain of this ſhip was our particular friend. On receiving this intelligence, he very much aſtoniſhed us by demanding, without the leaſt heſitation, that we would leave a letter with him for our friend, the chief. We had not the leaſt idea that theſe people had the moſt imperfect notion of our poſſeſſing the faculty of communicating our thoughts to each other on paper; and curioſity was inſtantly awake to know by what means they could poſſibly have acquired ſuch an article of information. It was, however, ſoon ſuggeſted to us, that theſe people obtained their knowledge from a Mr. Maccay, who had remained, we believe, upwards of fourteen months among them, during which time he had kept a journal, which we have ſeen, and the circumſtance of which cannot be paſſed over without ſome account of the buſineſs which occaſioned his being left to nothing better than ſavage life.

The ſhips Captain Cook and Experiment had been equipped under the direction of Mr. Scot, —whoſe mercantile experience and ſpirit are acknowledged in Europe as well as in India, — from Bombay to America, for the purpoſe of collecting furs:—they arrived on the

1788. JUNE. coaſt in the year 1786, and left Mr. Maccay, the ſurgeon's mate on board one of them, with his own entire conſent and approbation, under the protection of Maquilla. Mr. Strange, who had the ſuperintendence of theſe ſhips, entertained an opinion that very great commercial effects might proceed from leaving Mr. Maccay with the natives of King George's Sound, to learn their language, cuſtoms and manners. He was, therefore, accordingly left in the year 1786, and continued with them till 1787, when he embarked for China on board the Imperial Eagle.

Though this gentleman had been furniſhed with cloaths and proviſions for his ſtay at Nootka, he was reduced to the level of a ſavage, and we hardly could conceive how it was poſſible for an European conſtitution to ſupport itſelf with food averſe to its habits and its nature,—to live in every ſpecies of filth, and ſatisfy even hunger with train oil and blubber. But this was not all,—during Mr. Maccay's ſtay, from the length and ſeverity of the winter, a famine reigned at Nootka Sound: the ſtock of dried fiſh was expended, and no freſh ſupplies of any kind was to be caught; ſo that the natives were obliged to ſubmit to a ſtated allowance, and the chiefs brought every day to our countrymen, the ſtated meal of ſeven dried herrings heads. The peruſal of this gentleman's journal would ſhock any mind tinctured with humanity. The ſavages, however, gave him a wife, and once or twice took him with them to feaſts and diſtant parts; and we can vouch, whatever their conduct may have been, that both the chiefs at Nootka and Wicananiſh enquired concerning his welfare as if they felt the affection for him which they expreſſed.

Maquilla was therefore indulged with a letter agreeable to his requeſt; and we were not long in making the diſcovery, that a dread of the Iphigenia's

genia's arrival would prove a ſtronger protection to our party, than all the kindneſs we had beſtowed on, and all the promiſes which we had received from him. 1788. JUNE.

Callicum, who had been gone for ſome time to hunt otters, was now returned, and it gave us no little ſatisfaction that the chief on whom we had the moſt reliance, and who was the profeſſed protector and patron of our party, was come back to Nootka, previous to our departure from it. The uſual tokens of friendſhip paſſed between us; but, in return for the preſent we now made him, he ſurpriſed us with three pieces of a braſſy metal formed like cricket bats, on which the remains of the name and arms of Sir Joſeph Banks, and the date of the year 1775, were very evident. On one of them the engraving was not ſo much injured as to prevent the whole of it from being very intelligible; on the others, part of theſe diſtinct marks was worn out. But theſe tokens of regard were returned to the amiable chief, to continue the remembrance of the original donor of them, to whoſe enterpriſing and philoſophic ſpirit we may be ſaid to be in a great meaſure indebted for the diſcovery of a coaſt, which, in ſpite of every impediment, will, I truſt, prove a ſource of beneficial commerce to our country.

On putting to ſea, it was determined to trace the Southern part of the coaſt from King George's Sound, as the Iphigenia was to trace the Northern part of it, from Cook's River to the ſame place; by which arrangement the whole of the American continent from 60° to 45° North would be explored, with various intermediate places which were not examined by Captain Cook. We accordingly ſet ſail, after having given repeated inſtructions to the party we left behind, to hold themſelves continually on their guard againſt the natives,—and to be extremely attentive to preſerve the moſt perfect harmony with the inhabitants of Nootka Sound.

CHAP.

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CHAP. XII.

The chiefs Hanna and Detootche viſit the Ship on her Way to the Reſidence of Wicananiſh, &c.—Wicananiſh arrives on board, and pilots the Ship into his Road-ſted.—Numbers of the Inhabitants come off to the Ship.—The Face of the Country and the Village of Wicananiſh deſcribed.—Viſit paid to the Chief.—Deſcription of his Houſe.—Their Ingenuity a Subject of Aſtoniſhment.—Immenſe Family of Wicananiſh.—His Opulence, Riches, and Mode of Feaſting.—Preſents made to Wicananiſh.—The high Value ſet on Tea-kettles.—The magnificent Return made to our Preſents.—The Wives of Wicananiſh, their Beauty, with the Preſents made to them.—Briſk Trade carried on with the Natives.—Refreſhments procured.—Trade with the Chief.—Murder of a Stranger by the People of the Village.—The Ship obliged by bad Weather to enter the inner Port, named Port Cox.

Wedneſday 11 ON the 11th of June in the evening, we were purſuing our courſe to the South Eaſt, at the diſtance of three miles from the ſhore, when, at ſunſet, Breaker's Point, which forms the Eaſtern ſhore of the entrance of King George's Sound, bore in the direction of North Weſt half Weſt, and a point appeared ſtretching to the Southward of Breaker's Point, which obtained the name of Half-way Point, on account of its being about midway between King George's Sound and the reſidence of Wicananiſh. This point bore Eaſt, and our diſtance from the ſhore might be about three leagues. By a medium of ſeveral amplitudes and azimuths, the variation of the compaſs was 21° 5′ Eaſterly.

We

We continued our courſe till eleven o'clock, with the long-boat in tow, when it was thought prudent to heave to for the night. At day-break on the 12th, we made ſail, with the wind variable. At noon the obſerved latitude was 49° 22′ North, though we yet obſerved Breaker's Point bearing North Weſt by North; and at the ſame time ſaw an high mountain over the entrance of Wicananiſh, bearing Eaſt North Eaſt, at the diſtance of ſeven leagues. 1788. JUNE Thurſday 12

As we purſued our courſe, under an eaſy ſail, in order to examine the coaſt between our preſent poſition and King George's Sound, the wind veered to the South Eaſt by Eaſt, and the weather became overcaſt; as this wind was directly againſt us, the ſhip was tacked, and we ſtood out to ſea, being apprehenſive of bad weather, which we generally found to attend the South Eaſt winds. Our fears were ſoon and very fully confirmed, for the weather became ſqually and violent. The top-ſails were cloſe reefed; and we continued ſtanding to ſea to procure an offing, the moſt important object of attention on this coaſt. In the night it blew very hard from the South Eaſt, with an heavy ſea, thick weather, and conſtant as well as violent rain. At midnight the ſhip was wore, and we ſtood in for the land.

At day-break on the 13th, the weather, though it cleared away at times, had a very tempeſtuous appearance; our diſtance from the land might be ſix leagues, and the remarkable hill above Wicananiſh appeared very plain in the form of a ſugar loaf: it bore North Eaſt by Eaſt ſeven leagues. As we ſtood in for the ſhore, ſeveral canoes came off to us from a cluſter of iſlands nearly abreaſt of us, in moſt of which there were upwards of twenty men, of a pleaſing appearance and brawny form, chiefly cloathed in otter ſkins of great beauty. They paddled along with great velocity, and after ſome time, two of the boats came along-ſide, and the Friday 13

people

1788. JUNE. people in them did not heſitate to come on board. Amongſt them there were two chiefs, named Hanna and Detootche, who reſided at a village abreaſt of the ſhip. They were the handſomeſt men we had ſeen:—Hanna was about forty, and carried in his looks all the exterior marks of pleaſantry and good humour; Detootche was a young man, who to the beauty of form, added the graces of manner; and, as far as our penetration could diſcover, the better qualities of the mind. They appeared to be perfectly at eaſe in our ſociety, ſhook every perſon on board by the hand, and gave us very friendly invitations to receive the hoſpitality of their territory. They were extremely preſſing that the ſhip ſhould go in among the iſlands.

But as we had predetermined to ſeek out the reſidence of Wicananiſh, which we were inſtructed was not far from King George's Sound, we kept ſtanding with that view towards the iſlands, which, as we approached, appeared to be low and woody, but we could perceive no practicable channel between them. Hanna and Detootche, to whom we had made ſome trifling preſents, now took their leave and paddled on ſhore.

About noon the weather broke up, and the wind veered to the Northward of Eaſt, with which we ſtood along the ſhore to enter between this range of iſlands and the main; when we perceived another ſmall fleet of canoes approaching us, in the foremoſt of which we ſaw Wicananiſh, who, in a ſhort time came on board, and undertook to pilot us himſelf into his harbour, the entrance of which, as he pointed it out to us, was at the diſtance of about five miles.

Boats were now ſent a-head to ſound, and we followed, under an eaſy ſail; when, after rounding the extremity of the Southernmoſt iſland,

we entered the roadſted, paſſing between ſeveral reefs of rocks. Our ſoundings were very regular; and, about one o'clock, we anchored between the main and the iſlands, being pretty well ſheltered from the ſea. Wicananiſh proved an excellent pilot, and was not only indefatigable in his own exertions, but equally attentive to the conduct of his canoes, in their attendance upon us. 1788. JUNE.

This roadſted bore the wildeſt appearance that can be conceived, and was defended from the ſea by ſeveral ſmall iſlets and reefs, which nearly connected them. The port we obſerved was ſituated about two miles from the anchoring ground we occupied, the entrance of which did not appear to be more than two cables length in breadth.

Abreaſt of the ſhip, on one of the iſlands, we perceived a village almoſt thrice as large as that of Nootka; from every part of which we now ſaw the people launching their canoes, and coming off in ſhoals to the ſhip, laden with fiſh, wild onions, and berries, which they diſpoſed of to the ſailors for ſmall bits of iron, and other articles of ſimilar attraction.——Wicananiſh was entertained during the greater part of the day on board, with ſeveral of his friends, and at night returned to the ſhore, followed by a long train of natives, who had waited to attend him.

The very fine weather on the 14th, gave us an opportunity to obſerve the face of the country, which appeared on all ſides to be an impenetrable foreſt, without any intervals of a clear country. The village of Wicananiſh ſtands on a riſing bank near the ſea, and is backed by the woods. In conſequence of a meſſage from the chief to invite us to a feaſt at his houſe, we landed about noon, when we were met by a large crowd of women and children, and conducted by the brother of Wicananiſh to the place of entertainment. Saturday 14

1788. JUNE. On entering the houſe, we were abſolutely aſtoniſhed at the vaſt area it encloſed. It contained a large ſquare, boarded up cloſe on all ſides to the height of twenty feet, with planks of an uncommon breadth and length. Three enormous trees, rudely carved and painted, formed the rafters, which were ſupported at the ends and in the middle by gigantic images, carved out of huge blocks of timber. The ſame kind of broad planks covered the whole to keep out the rain; but they were ſo placed as to be removed at pleaſure, either to receive the air and light, or let out the ſmoke. In the middle of this ſpacious room were ſeveral fires, and beſide them large wooden veſſels filled with fiſh ſoup. Large ſlices of whale's fleſh lay in a ſtate of preparation to be put in ſimilar machines filled with water, into which the women, with a kind of tongs, conveyed hot ſtones from very fierce fires, in order to make it boil:—heaps of fiſh were ſtrewed about, and in this central part of the place, which might very properly be called the kitchen, ſtood large ſeal-ſkins filled with oil, from whence the gueſts were ſerved with that delicious beverage.

The trees that ſupported the roof were of a ſize which would render the maſt of a firſt-rate man of war diminutive, on a compariſon with them; indeed our curioſity as well as our aſtoniſhment was on its utmoſt ſtretch, when we conſidered the ſtrength that muſt be neceſſary to raiſe theſe enormous beams to their preſent elevation; and how ſuch ſtrength could be found by a people wholly unacquainted with mechanic powers. The door by which we entered this extraordinary fabric, was the mouth of one of theſe huge images, which, large as it may be ſuppoſed, was not diſproportioned to the other features of this monſtrous viſage. We aſcended by a few ſteps on the outſide, and after paſſing this extraordinary kind of portal, deſcended down the chin into the houſe, where we found new matter for aſtoniſhment in the number of men, women, and children, who compoſed the family of the chief; which conſiſted of

at leaſt eight hundred perſons. Theſe were divided into groupes, according to their reſpective offices, which had their diſtinct places aſſigned them. The whole of the building was ſurrounded by a bench, about two feet from the ground, on which the various inhabitants ſat, eat and ſlept. The chief appeared at the upper end of the room, ſurrounded by natives of rank, on a ſmall raiſed platform, round which were placed ſeveral large cheſts, over which hung bladders of oil, large ſlices of whale's fleſh, and proportionable gobbets of blubber. Feſtoons of human ſculls, arranged with ſome attention to uniformity, were diſpoſed in almoſt every part where they could be placed, and were conſidered as a very ſplendid decoration of the royal apartment. 1788. JUNE

When we appeared, the gueſts had made a conſiderable advance in their banquet. Before each perſon was placed a large ſlice of boiled whale, which, with ſmall wooden diſhes, filled with oil and fiſh ſoup, and a large muſcle-ſhell, by way of ſpoon, compoſed the economy of the table. The ſervants were buſily employed in preparing to repleniſh the ſeveral diſhes as they were emptied, and the women in picking and opening the bark of a tree which ſerved the purpoſe of towels. If the luxury of this entertainment is to be determined by the voraciouſneſs with which it was eaten, and the quantity that was ſwallowed, we muſt conſider it as the moſt luxurious feaſt we had ever beheld. Even the children, and ſome of them were not more than three years old, poſſeſſed the ſame rapacious appetite for oil and blubber as their fathers. The women, however, are forbidden from eating at theſe ceremonials.

Wicananiſh, with an air of hoſpitality which would have graced a more cultivated ſociety, met us half way from the entrance, and conducted us to a ſeat near his own, on which we placed ourſelves, and indulged our

1788. JUNE. curioſity during the remainder of the banquet, in viewing the perſpective of this ſingular habitation.

The feaſt being ended, we were deſired to ſhew the preſents which were intended for the chief:—a great variety of articles, brought for that purpoſe, were accordingly diſplayed, among which were ſeveral blankets and two copper tea-kettles. The eyes of the whole aſſembly were rivetted on theſe unuſual objects, and a guardian was immediately aſſigned to the two tea-kettles, who, on account of their extraordinary value and beauty, was ordered to place them with great care in the royal coffers, which conſiſted of large cheſts rudely carved, and fancifully adorned with human teeth.

About fifty men now advanced in the middle of the area, each of them holding up before us a ſea otter ſkin of near ſix feet in length, and the moſt jetty blackneſs. As they remained in this poſture, the chief made a ſpeech, and giving his hand in token of friendſhip, informed us that theſe ſkins were the return he propoſed to make for our preſent, and accordingly ordered them to be immediately ſent to the ſhip.

Our royal hoſt appeared to be entirely ſatisfied with our homage; and we, who were equally pleaſed with his magnificence, were about to take our leave, when the ladies of his family advanced towards us, from a diſtant part of the building, whither they had retired during the entertainment. Two of them had paſſed the middle age, but the other two were young, and the beauty of their countenances was ſo powerful as to predominate over the oil and red ochre which, in a great meaſure, covered them. One of the latter, in particular, diſplayed ſo ſweet an air of diffidence and modeſty, that no diſguſt of colour, or deformity of dreſs, could preclude her from awakening an intereſt even in minds cultured to refinement.

ment. We had not, very fortunately, diſpoſed of all the treaſure we had brought on ſhore, and a few beads and ear-rings that yet remained, ſerved to give our viſit a concluding grace, by preſenting them to theſe ladies of the court. 1788. JUNE.

We continued till the 17th, carrying on a very briſk trade with the natives. The chief generally paid us a viſit every day, and we lived on the moſt friendly terms with him and the whole village. The natives brought us abundance of fiſh of various kinds. The ſalmon and ſalmon-trout was of the beſt flavour, and we generally received cod, halibut, rock-fiſh, and herrings freſh from the ſea; while the women and children ſold us cray-fiſh, berries, wild onions, ſallads, and other eſculent plants:—an occaſional piece of veniſon alſo heightened the luxury of our table. Tueſday 17

On the 17th, Wicananiſh requeſted our attendance on ſhore to engage in a barter for furs. On our landing, we were conducted, as before, to his houſe, where we found the number of his family to be rather encreaſed than diminiſhed. No form or ceremony, however, was now employed; the whole family ſeemed to enjoy a ſociable intercourſe with each other; the women were permitted to eat with the men, and greatly to our ſatisfaction, the whole company appeared with the familiarity of unbeſmeared faces, ſo that we had an opportunity of examining the comelineſs of one ſex, and the beauty of the other. This circumſtance led us to infer, that theſe people employ paint only on days of feſtivity and ceremony.

The ſea otter ſkins and other furs were now produced to the number of thirty, and of the moſt beautiful kind; which, after a conſiderable deal of negotiation, we at length purchaſed; for we found to our coſt,

that

1788. JUNE. that theſe people, like thoſe of Nootka, poſſeſſed all the cunning neceſſary to the gains of mercantile life. The ſame rage for preſents prevailed here, as in the Sound; and even the ladies would interfere in making a bargain, and retard the concluſion of it, till they had been gratified with an added offering.

Juſt as we were going to embark, there was a ſudden and univerſal confuſion throughout the village; a conſiderable number of canoes were inſtantly filled with armed men, and being launched in a moment, were paddled to the ſhip. At firſt we were apprehenſive that ſome broil had taken place between the natives and the crew; but we were ſoon ſatisfied that a matter of political jealouſy, reſpecting ſome of their neighbours, was the cauſe of this ſudden commotion. Some ſtrangers having ventured to viſit the ſhip without the knowledge of Wicananiſh, the chief had ordered his people to fall upon the intruders, one of whom they had now ſeized and brought on ſhore. We are ſorry to add, that this unfortunate man was immediately hurried into the woods, where we have every reaſon to apprehend that he was quickly murdered. We made the moſt earneſt interceſſion in his behalf, and even proceeded to threats on the occaſion; but while we were employed in the office of mercy, they, we fear, were enjoying the barbarity of revenge. This event ſtrengthened our opinion, that however mild and friendly the behaviour of theſe people might be to us, perhaps under the influence of fear, they were fierce and cruel to each other. Indeed it had been very generally obſerved by us all, that at times, their countenances told a very plain tale of a ſavage mind.

Friday 20 The weather was very bad till the 20th, it blowing an hard gale of wind from the South Eaſt, with continual rain. At times, alſo, an heavy ſwell rolled in upon us, which rendered our ſituation very unpleaſant.

A Sketch
of
PORT COX
in the
DISTRICT
of
WICANANISH.
Engraved by T.Foot
Village
Watering Place
Low Wood Lands
Watering Place
Village
Miles

pleaſant. It was therefore determined that we ſhould embrace the firſt favourable moment to get into the inner port, which had been already ſurveyed, and was found to be not only convenient, but entirely defended from the winds. 1788. JUNE.

In the evening it moderated, when the ſhip was got under ſail, which was no ſooner obſerved by Wicananiſh than he came on board, and ſafely piloted us into the harbour, which we named Port Cox, in honour of our friend John Henry Cox, Eſq.—But not chuſing to truſt entirely to the ſkill of the chief on the occaſion, the boats were ſent a-head to ſound, particularly on the bar; on which we had three and an half and four fathoms, and ſoon after deepened our water to thirteen, fourteen and fifteen fathoms. It then decreaſed to eight, in which depth we dropped our anchor in a ſafe and ſecure harbour.

CHAP.

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CHAP. XIII.

The People of Wicananiſh leſs civilized than thoſe at Nootka.—Certain neceſſary Precautions give offence to, and occaſion a Coolneſs between us and the Chief.—Good Underſtanding reſtored, and the Treaty of Friendſhip renewed.—Reciprocal Preſents paſs on the Occaſion.—The Uſe of Fire-arms known to theſe People.—The Village removes to a ſmall Diſtance.—Treaty between Wicananiſh, Hanna and Detootche.—Preſents on the Occaſion.—Good Conſequences reſulting to us from the Treaty.—Preſents made to and received from Wicananiſh.—Preſent arrives from King George's Sound, &c.—Prepare for Sea.—The FELICE *proceeds on her Voyage.—Deſcription of Port Cox, &c. &c.*

ON the firſt view, the ſubjects of this chief appeared to be far leſs civilized than our friends at Nootka; we therefore proportionably encreaſed our precautions.—Their numbers were very conſiderable, and the boldneſs they diſcovered in all their tranſactions with us, gave us reaſon to believe, that any relaxation of our vigilance might tempt them to a conduct which would produce diſagreeable conſequences to us all. Beſides, both in ſagacity, as well as activity, they were very ſuperior to the inhabitants of King George's Sound.—Wicananiſh, himſelf, though rather inclined to be corpulent, was athletic and active;—his brothers, poſſeſſed the ſame advantages; and all the young men were robuſt, in a continual ſtate of exerciſe, and enured to conſtant labour. We obſerved, that the moſt tempeſtuous weather never prevented them from going to ſea, to ſtrike the whale or kill the otter:—fiſhing was an occu-

pation which was followed only by the inferior claſſes of the people.—The dominions of this chief were very extenſive, and the numerous tribes who acknowledged his dominion, rendered him a very powerful ſovereign. We, therefore, had ſufficient reaſon to remain in a ſtate of preparation againſt the poſſibility of that miſchief which it was in his power to do us, and which opportunity might tempt him to employ. 1788. JUNE.

This vigilance on our part, which was conſidered by the chief as diſtruſt in his friendſhip, gave him great offence, and occaſioned a ſhort coolneſs between us.—On the 21ſt, Wicananiſh obſerved that whenever he paid us a viſit the great cabin was decorated with arms, and that ſeveral blunderbuſſes, &c. were placed on the deck; and not only left the ſhip in great anger, but refuſed to trade with us himſelf, and forbade his people from bringing us any ſupplies of fiſh or vegetables.—It was not, however, by any means, our intereſt that things ſhould remain in this unpleaſant, as well as inconvenient ſituation; it was therefore thought prudent to pay him a viſit of peace on the following day; when, by the conciliating preſent of a ſword, with a braſs handle, and a large copper diſh, the treaty of friendſhip was renewed; and this reſtoration of good humour was confirmed by a preſent of five beautiful otter ſkins, a fat doe, and a ſupply of fiſh for the crew. The generoſity, as well as friendly conduct of the chief, on this occaſion, ſeemed to demand an extraordinary exertion of acknowledgment on ours; and we made him happy beyond expreſſion, by adding to his regalia a piſtol and two charges of powder; a preſent which he had long ſolicited. Indeed the uſe of fire-arms was known to this tribe previous to our arrival among them.—When the Reſolution and the Diſcovery firſt entered King George's Sound, Wicananiſh happened to be there, on a viſit to Maquilla, and then acquired this unſuſpected branch of knowledge. Sunday 21 Monday 22

1788. JUNE. On the 28th, we obſerved that the whole village removed from their cloſe vicinity to the ſea, into the inner port, with the ſame eaſy transfer which we had obſerved on a ſimilar occaſion, at Nootka, and took up their new poſition about a mile from the ſhip, on a point of land, juſt within the entrance of the harbour.

We were now formally made acquainted by Wicananiſh, that a treaty was negotiating between the chiefs Hanna and Detootche and himſelf, in which we were to be included; the ſubſtance of which was,—that all the furs then in their poſſeſſion ſhould be ſold to Wicananiſh;—that they ſhould live in peace and friendſhip with us;—that all the otter ſkins procured after the completion of the treaty, by either of the contracting chiefs, or their people, ſhould be diſpoſed of by themſelves, and that they were all to have common acceſs to the ſhip, where a fair and equitable market was to be opened for them without diſtinction.

From the jealouſy which we already knew to ſubſiſt between theſe chiefs, we were perfectly ſatisfied, as we ſince had convincing proofs, that, on our entering the territories of Wicananiſh, neither Hanna or Detootche would be permitted to trade with, or even pay us a viſit without having obtained a previous permiſſion for that purpoſe. We had not therefore urged or encouraged an intercourſe, which, though it would have been very advantageous to us, might, and moſt probably would have brought on a war between the reſpective ſovereigns. This treaty, therefore, gave us that extenſion of commerce which we ſo much wiſhed, in the regular courſe of friendly negotiation, and we were not backward in forwarding the completion of it.

This treaty, which was managed with all the addreſs of refined policy, could not be arranged according to the propoſed conditions, without an intruſion

truſion on the treaſures of Wicananiſh, to which he knew not how to ſubmit; and this was no leſs than a demand of the copper tea-kettles he ſo highly valued: but as the ceſſion of them was made the governing article of the negotiation, they were at length, though reluctantly, conſigned to Hanna and Detootche, who immediately gave up all the otter ſkins in their poſſeſſion. But the chief did not long remain without being fully ſatisfied by us for the loſs of his favourite veſſels, by our preſenting him with ſuch articles as would make him ample reparation, and which he, probably, had in view when he made ſuch a ſacrifice. We therefore, among other things, ſelected ſix braſs hilted ſwords, a pair of piſtols, and a muſket, with ſeveral charges of powder; and we would even have replaced the treaſures with which his coffers had been ſo lately enriched, but not a a ſingle kettle was to be found in the ſhip. This preſent was ſent on ſhore, and, including the returns to it, we had now procured an hundred and fifty fine otter ſkins. 1788. JUNE.

At this time a canoe very unexpectedly arrived from King George's Sound, with a preſent of fiſh from Maquilla, who had been made acquainted with all our motions, from the time we left his territories. By the ſame opportunity we had the pleaſure of hearing that our party were well, and continued to make ſpeedy advances towards the completion of the veſſel: as one of the people, who was rather more intelligent than the reſt, by meaſuring a certain number of ſpans, contrived to inform us of the actual ſtate of the little *mamatlee*, as he called her;—by which we underſtood that her floor-timbers were laid.

The object of our touching at this port being now fulfilled, by having procured all the furs in the poſſeſſion of Wicananiſh, with ſome conſiderable ſupplies of the ſame kind, from Hanna and Detootche, we now prepared to put to ſea, to explore the coaſt to the Southward of this port. On the 28th,

1788. JUNE. the ſhip was warped out of the inner harbour over the bar, and, in the evening, the roadſted was cleared; when we purſued our courſe along ſhore, with a light weſterly breeze and fine weather.

The harbour of Wicananiſh affords very ſecure ſhelter, with good anchorage, both in the roads and the inner port. An archipelago of iſlands ſeems to extend from King George's Sound to this place, and ſtill further to the Southward. The channels between theſe iſlands are innumerable; but the neceſſary occupations of the ſhip would not allow us time to ſend out boats for the purpoſe of examining them:—as far, however, as our obſervation extended, we are diſpoſed to believe that there is no channel for ſhips but that which we entered, and which is an exceeding good one.

Theſe iſlands are covered thick with wood, with but very few clear ſpots, at leaſt that we could diſcern. The ſoil is rich, producing wild berries, and other fruit in great abundance. The timber is of uncommon ſize, as well as beauty, and applicable to any purpoſe:—we ſaw frequent groves, almoſt every tree of which was fit for maſts of any dimenſions. Among a great variety of other trees we obſerved the red oak, the larch, the cedar, and black and white ſpruce fir.

In all our commercial tranſactions with theſe people, we were, more or leſs, the dupes of their cunning: and with ſuch peculiar artifice did they ſometimes conduct themſelves, that all the precaution we could employ, was not ſufficient to prevent our being overreached by them. The women, in particular, would play us a thouſand tricks, and treat the diſcovery of their fineſſe with an arch kind of pleaſantry that baffled reproach.—They were very ſuperior in perſonal charms to the ladies of Nootka, and poſſeſſed a degree of modeſty which is not often to be

found among the ſavage nations.—No entreaty or temptation in our power could prevail on them to venture on board the ſhip. But their beauty was deſtroyed by the filthy application of oil and ochre, and a general inattention to that cleanlineſs which Europeans conſider as eſſential to female charms. We had an opportunity of ſeeing an inſtance of their delicacy, which, from its ſingularity, may not be thought unworthy of a relation.——Among other viſitors of the ſhip, we were one day very much ſurpriſed by the appearance of a canoe paddled along by women, and containing about twenty of that ſex, without a ſingle perſon of the other. As we had never ſeen a canoe ſo freighted before, it very much engaged our attention; and, while we were contemplating this company of ladies, a young man leaped ſuddenly among them from another canoe; at which they were ſo alarmed, that, though they were clad in their beſt array, they all threw themſelves, in an inſtant, into the ſea, and ſwam in a body to the ſhore. 1788. JUNE.

The people of Wicananiſh are alſo very ſuperior in point of induſtry and activity to thoſe of King George's Sound. At break of day, without regard to the weather, the village was always empty; the men were employed in killing the whale, hunting the ſea otter, or catching fiſh, and the women were in the woods, gathering berries, or traverſing the ſands and rocks in ſearch of cray and ſhell-fiſh.

During our ſtay here, many ſtrangers arrived from the Southern part of the coaſt, on purpoſe to viſit us: but they were not only forbidden to trade, but to have any communication with us; to which regulation we thought it prudent to ſubmit. Theſe viſits were very beneficial to Wicananiſh, and raiſed his importance with us, as we found that all theſe people, coming from various and diſtant diſtricts, were ſubject to his power.

1788. JUNE. power. Beſides the two villages already mentioned, he had ſeveral other places of reſidence, to which he occaſionally reſorted, according to the ſeaſon of the year, the calls of neceſſity, or the invitations of pleaſure. In one of theſe places we reckoned twenty-ſix houſes, each of which were capable of containing an hundred inhabitants. In ſhort, ſuch was the power and extenſive territory of Wicananiſh, that it was very much our intereſt to conciliate his regard and cultivate his friendſhip.

CHAP.

CHAP. XIV.

Purſue our Courſe to the Southward along the Coaſt.—Numerous Villages ſeated on the Shore.—The Inhabitants come off to the Ship, and their Diſappointment at our not coming to an Anchor.—Diſcover the Straits of Juan de Fuca.—Their Extent and Situation.—The Natives come off to the Ship.—Tatootche comes on board.—A Deſcription of him.—Long-boat diſpatched to find an Anchorage, and its Return.—Bad Behaviour of the Natives.—Purſue our Courſe along the Coaſt.—Short Account of the Straits of Juan de Fuca.—Iſland of Tatootche paſſed.—Natives come off to the Ship, &c.—Paſs numerous Villages.—Dangerous Coaſt.—Violence of the South Eaſt Storms.—Cape Flattery.—Village of Claſſett.—Ship enters the Bay of Queenhithe.—Savage Appearance of the Place.—See the Village of Queeneutell.—Deſtruction Iſle.—Danger of the Ship, &c. &c.

WE now left Wicananiſh, and during the night of the 28th we ſteered Eaſt South Eaſt, within three leagues of the land; and on the morning of the 29th, we found ourſelves a-breaſt of a large Sound, from whence we ſaw a number of canoes coming out to meet us. Sunday 29

The canoes very ſoon paddled up to us, and ſome of the people came on board. They informed us that there were ſeveral villages in the Sound, but all under the juriſdiction of Wicananiſh.—As we had reaſon to believe that the chief had drawn all the furs from this place, we determined to avail ourſelves of the preſent favourable ſeaſon, to proceed

1788. JUNE. to the Southward, and to call at this place on our return. The natives employed their utmoſt perſuaſions to keep us ſometime on their coaſt, but on obſerving that the ſhip was ſteering its courſe beyond their villages, they took their leave of us with very evident marks of chagrin and diſappointment.

We purſued the courſe to Eaſt South Eaſt, along the ſhore, at the diſtance of three miles, having croſſed the mouth of the Sound, which we obſerved to be of no great depth. At noon the latitude was 48° 39′ North, at which time we had a complete view of an inlet, whoſe entrance appeared very extenſive, bearing Eaſt South Eaſt, diſtant about ſix leagues. We endeavoured to keep in with the ſhore as much as poſſible, in order to have a perfect view of the land. This was an object of particular anxiety, as the part of the coaſt along which we were now ſailing, had not been ſeen by Captain Cook; and we knew of no other navigator ſaid to have been this way, except Maurelle; and his chart, which we now had on board, convinced us that he had either never ſeen this part of the coaſt, or that he had purpoſely miſrepreſented it.

As we continued our courſe along the land, we perceived frequent villages on the ſhore, from whence we were viſited by canoes filled with people, who in their perſons and manners very much reſembled thoſe of Port Cox. The different villages were individually anxious to keep the commerce of the ſhip to themſelves, and that we ſhould come to an anchor off their reſpective habitations; but as the entire coaſt was open to the ſea, even if we had been inclined to indulge their requeſt, it would not have been in our power. We, however, purchaſed ſeveral ſea otter ſkins of them, and proceeded on our courſe.

By

By three o'clock in the afternoon, we arrived at the entrance of the great inlet already mentioned, which appeared to be twelve or fourteen leagues broad. From the maſt-head it was obſerved to ſtretch to the Eaſt by North, and a clear and unbounded horizon was ſeen in this direction as far as the eye could reach. We frequently ſounded, but could procure no ground with one hundred fathoms of line. About five o'clock we hove to off a ſmall iſland, ſituated about two miles from the Southern land, that formed the entrance of this ſtrait, near which we ſaw a very remarkable rock, that wore the form of an obeliſk, and ſtood at ſome diſtance from the iſland. 1788. JUNE.

In a very ſhort time we were ſurrounded by canoes filled with people of a much more ſavage appearance than any we had hitherto ſeen. They were principally cloathed in ſea otter ſkins, and had their faces grimly bedaubed with oil and black and red ochre. Their canoes were large, and held from twenty to thirty men, who were armed with bows, and arrows barbed with bone, that was ragged at the points, and with large ſpears pointed with muſcle-ſhell.

We now made ſail to cloſe in with this iſland, when we again hove to about two miles from the ſhore. The iſland itſelf appeared to be a barren rock, almoſt inacceſſible, and of no great extent; but the ſurface of it, as far as we could ſee, was covered with inhabitants, who were gazing at the ſhip. We could by no means reconcile the wild and uncultivated appearance of the place, with ſuch a flouriſhing ſtate of population.

The chief of this ſpot, whoſe name is Tatootche, did us the favour of a viſit, and ſo ſurly and forbidding a character we had not yet ſeen.

1788. JUNE. His face had no variety of colour on it, like the reſt of the people, but was entirely black, and covered with a glittering ſand, which added to the ſavage fierceneſs of his appearance. He informed us that the power of Wicananiſh ended here, and that we were now within the limits of his government, which extended a conſiderable way to the Southward.—On receiving this information, we made him a ſmall preſent, but he did not make us the leaſt return, nor could he be perſuaded to let his people trade with us. We had, indeed, already received ſome account of this chief from Wicananiſh, who adviſed us to be on our guard againſt him and his people, as a ſubtle and barbarous nation.

It was our deſign, if poſſible, to caſt anchor here, and, with this view, the long-boat was manned and armed, and ſent under the direction of a proper officer, to ſound between the iſland and the main, in order to find an anchoring-ground. The ſtrongeſt injunctions were given to avoid, if poſſible, any diſpute with the natives, and a ſmall portion of trading articles was put in the boat, in caſe the natives ſhould be inclined to barter.

After the departure of the long-boat for the ſhore, which was followed by all the canoes, we kept tacking occaſionally near the iſland, which we had now an opportunity of examining with ſome degree of minuteneſs; and, in whatever direction we beheld it, it appeared to be a barren rock, ſurrounded with reefs, on which the ſea broke with great fury. We, however, had ſome hope that, between it and the main, a place of ſhelter and ſecurity might be found, as the ſituation would have been very convenient, not only for the purpoſe of exploring the ſtrait, but alſo for the extenſion of our particular commerce.

About

About ſeven in the evening, the long-boat returned without having found any place fit for anchorage, and having procured but very few furs. The iſland, as the officer informed us, was not of a deceitful appearance; it was a ſolid rock, covered with a little verdure, and ſurrounded by breakers in every direction. A great crowd of canoes came off to the boat, filled with armed people, who behaved in a very diſorderly manner; ſeveral of whom jumped into the boat, and took ſome trifling articles away by force, and then triumphed in their theft. Our people were highly enraged at this conduct, and fully diſpoſed to retaliate;—but the prudence of the officer kept them quiet, who, being fearful of ſome unpleaſant event, had no ſooner made the neceſſary examination, than he returned on board. 1788. JUNE.

We were perfectly convinced that Wicananiſh had drawn from this chief a conſiderable quantity of his furs, as we obſerved many of our articles about them, which they could not have obtained but from Port Cox or King George's Sound. One of the natives in particular was in poſſeſſion of a complete ſet of coat buttons, which was very familiar to the memory of us all.

Being thus diſappointed in obtaining an harbour here, we continued our courſe to the Southward, and examined the coaſt with great attention, in expectation of finding a place of ſecurity, from whence our boats would be enabled not only to examine this ſtrait, but other conſiderable portions of the coaſt. With this view we made ſail about eight in the evening, and ſtood along the ſhore, with pleaſant and moderate weather.

The ſtrongeſt curioſity impelled us to enter this ſtrait, which we ſhall call by the name of its original diſcoverer, John De Fuca.

1788. JUNE. Some accounts of the ſtraits of John de Fuca are handed down to us from the very reſpectable authority of Hakluyt and Purchas: the former of whom records the opinion which the miniſters of Queen Elizabeth entertained of its importance. We had now ocular demonſtration of its exiſtence,—and we are perſuaded, that if Captain Cook had ſeen this ſtrait, he would have thought it worthy of farther examination.—The circumſtances which put it out of our power to gratify the ardent deſire we poſſeſſed of executing ſuch a deſign, will be faithfully related, as we purſue the narrative of the voyage.——A more particular detail of this remarkable inlet may already have been favoured by the reader's attention, in the introductory memoir which treats of the yet probable exiſtence of a North Weſt paſſage.

Monday 30. In the morning of the 30th of June, we had made no great progreſs from the land, as it was calm during the greater part of the night.—The iſland of Tatootche bore nearly South Eaſt, diſtant only three leagues. About ten o'clock a great number of canoes came from the iſland, in which there could not be leſs than four hundred men, among whom we obſerved the chief himſelf. They amuſed themſelves in paddling round the ſhip, every part of which, but particularly the head, they ſeemed to behold with extreme admiration: indeed, it is more than probable that the greateſt part of them had never ſeen ſuch a veſſel before. We had been already ſo much diſpleaſed by the conduct of the chief, that we did not think proper to invite him on board. The party, however, gave us a ſong, which did not differ much from that we heard in King George's Sound. But offended as we might be with the people, we could not but be charmed by their muſic. Situated as we were, on a wild and unfrequented coaſt, in a diſtant corner of the globe, far removed from all thoſe friends, connections, and circumſtances which form the charm and comfort of life, and taking our courſe, as it were,

T. Stothard del.

J. Wells fecit.

Entrance of the Strait of John de Fuca.

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were, through a ſolitary ocean; in ſuch a ſituation the ſimple melody of nature, proceeding in perfect uniſon and exact meaſure from four hundred voices, found its way to our hearts, and at the ſame moment awakened and becalmed the painful thought. 1788. JUNE.

About noon, a gentle breeze ſprung up, when we continued our courſe to the Southward along the ſhore, at about the diſtance of three miles, and the natives of Tatootche returned to their iſland. As we ſteered onwards, canoes continually came off from the villages, which we obſerved from time to time, on the high banks cloſe to the ſea. The people in the different boats invited us in the moſt earneſt manner, to ſteer in for their reſpective villages; but no means we employed, and we took ſome pains to effect it, could prevail on any of them to venture on board the ſhip.

The appearance of the land was wild in the extreme,—immenſe foreſts covered the whole of it within our ſight, down to the very beach, which was lofty and cragged, and againſt which the ſea daſhed with fearful rage. The ſhore was lined with rocks and rocky iſlets, nor could we perceive any bay or inlet that ſeemed to promiſe the leaſt ſecurity to the ſmalleſt veſſel: and unleſs there were ſome narrow coves, which were imperceptible to us, we knew not how the natives could find a ſhelter, even for their canoes; yet the villages we ſaw were neither inconſiderable in extent or in number. As we ſteered along, the force of Southerly ſtorms was evident to every eye; large and extenſive woods being laid flat by their power, the branches forming one long line to the North Weſt, intermingled with roots of innumerable trees, which had been torn from their beds, and helped to mark the furious courſe of theſe tempeſts; whoſe violence may be conceived, when we reflect on the great

1788. JUNE. extent of ocean over which they blow, without a ſingle object to impede their progreſs or break their violence.

About ſeven in the evening, we had a diſtant ſight of Cape Flattery, ſo named, as it was firſt ſeen, by Captain Cook. It bore South Eaſt half Eaſt, at the diſtance of ſix leagues. This head-land is laid down in the latitude of 48° 5′ North, and longitude 235° 3′ Eaſt of Greenwich.—In our accounts there was a very little difference, but we are moſt willing to place the error on our ſide. We had alſo a near view of the village of Claſſet, which is ſituated on an high and ſteep rock cloſe to the ſea. Though this place appeared to be of conſiderable extent, one canoe only came off to us, containing thirty men clad in ſkins of the ſea otter.

The coaſt from Cape Flattery ſeemed now to trend entirely to the Southward; nor could we perceive any opening or inlet whatever, that promiſed to afford us a place of ſhelter. As it was our deſign to make a particular examination of this coaſt, the ſhip was hove to at ſunſet, for the night. This part of the coaſt was lined with rocks, and ſeveral breakers ran off Claſſet, at about the diſtance of half a mile.

JULY. Tueſday 1 At day-break, we reſumed our courſe, Cape Flattery bearing North North Weſt, having been drifted in the night to the Southward. The weather bore a very unſettled appearance, and it blew ſtrong from the Weſt South Weſt, which was nearly on the ſhore. At ſeven, the bay of Queenhithe opened to our view, which we entered with all thoſe unpleaſing ſenſations which may be ſuppoſed to ariſe from the reflection, that we were approaching the place where, and the people by whom, the crew of the boat belonging to the Imperial Eagle were maſſacred.

As we ſteered along the ſhore, we obſerved the ſmall river and iſland of Queenhithe; but it became, on a ſudden, ſo thick and gloomy, that the land, which was at about four miles diſtance from us, was ſcarcely diſcernible. We ſaw neither canoes or inhabitants, and an awful ſilence reigned around us. But though the village of Queenhithe was obſcured from our view, we could very plainly diſcern the town of Queenuitett, which is diſtant from it about ſeven or eight miles. It is ſituated on an high perpendicular rock, and is joined by a narrow and impregnable cauſeway, twenty feet in height, to the main land, which is an entire foreſt. With our glaſſes we obſerved a multitude of houſes ſcattered over the face of the rock. As we advanced, Deſtruction Iſland was ſeen at the diſtance of about a mile, ſituated in the middle of the bay, and diſtant from the main land about two miles: it is low and flat, and without a ſingle tree; it however preſented us the rare and pleaſant ſight of a conſiderable ſpace covered with verdure; and appeared to be ſurrounded by breakers, on which an heavy ſea rolled, occaſioned by the South Weſt wind. In this poſition we had ten fathoms over a muddy bottom. 1788. JULY.

About eleven o'clock the wind veered to the South Weſt, which brought thick weather and rain, and we found ourſelves completely embayed,—a ſituation we ſhould very gladly have avoided. An heavy ſwell already rolled into the bay, which promiſed to prevent us very effectually from coming to anchor, particularly if it blew from the South Weſt quarter, being directly on the land, which to the Southward was in ſuch a direction, that a South Eaſt courſe would not weather any part of it; nor, on the other tack, could we hope to weather the Weſterly land, on account of the great Weſterly ſwell.

In this ſituation we ſtood, as the better tack, to the South South Eaſt, until noon; when, being within half a mile of the ſhore, we

1788. JULY. were obliged to tack, and ſtand to the Weſt North Weſt: our ſoundings were fifteen and eight fathoms cloſe to the land, which was covered with wood to the water's edge. We remarked, however, that the beach was not very ſteep, and here and there we obſerved ſome bare and ſandy patches.

We now kept under a preſs of ſail, as it blew very ſtrong; nor dared we even to take in a reef of the top-ſail; beſides the weather was ſo thick, that we could not ſee a mile a-head of the ſhip. We, however, imagined that we ſhould be able to weather Deſtruction Iſland, and continued under this croud of ſail to avoid the danger before us; when, at one o'clock, it cleared up for a moment, and we ſaw the iſland a point under our lee-bow, at the diſtance of a mile and an half, an heavy ſea drifting us faſt in with the ſhore.

There was now nothing to be done, but to caſt anchor, which we prepared to do in the wildeſt place we ever beheld,—and where we were morally certain our anchors could not hold, though the bottom was mud, from the ſtrong tumbling in of an heavy ſea.

In this ſituation,—the diſtreſs of which was not a little enhanced by the reflection that we were on a ſhore whoſe barbarity our countrymen had already experienced,—ten minutes muſt have decided our fate: when providentially the wind, on a ſudden, veered to the South South Eaſt, which enabled us to tack and ſteer off the ſhore with a flowing ſheet, and happy in the proſpect of procuring an offing before night;—for I believe there was not a perſon on board the ſhip who had not reflected on the melancholy poſſibility of his becoming a victim to the cannibals of Queenhithe.

CHAP.

1788.
JULY.

CHAP. XV.

Our Progreſs along the Coaſt.—Diſcover Shoalwater Bay, which is inacceſſible to the Ships.—Natives come off.—Their honeſt Dealing.—Some Account of them.—We purſue our Courſe.—Deception Bay.—Difference between the Spaniſh Charts of Maurelle and the real Situation of the Coaſt.—Beautiful Appearance of the Country.—Paſs Quickſand Bay and Cape Look-out.—See three remarkable Rocks.—Cloſe our Progreſs to the Southward.—Future Plan of proceeding.—Knowledge gained of the Coaſt.—Parts left unexplored by Captain Cook now viſited.—Reaſons for returning to the Northward.—Purſue our Courſe to the North.—Strait of John de Fuca ſeen again.—Anchor in Port Effingham.—A Deſcription of it, &c.—Marine Animals ſeen, &c.

THE wretched fate of the people belonging to the Imperial Eagle, evidently predominated in the minds of our crew; and being on the very coaſt where ſuch an act of barbarity was committed, the infectious apprehenſion of a ſimilar deſtruction ſpread generally amongſt them. It was the common ſubject of their diſcourſe, and had ſuch an influence on their ſpirits, as to endanger the loſs of the ſhip, in a manner which will be related hereafter.

We continued ſtanding to ſea all the evening of the firſt of July, when, at midnight, being of opinion that we had ſufficient offing, we wore and ſtood in again for the land. At one o'clock in the morning, the wind veered to the Weſt South Weſt, which encouraged us to hope for a ſufficient degree of favourable weather, to continue our examination of the coaſt.

1788. JULY. Wedneſday 2 On the morning of the 2d, at ſeven o'clock, we again ſaw the land bearing Eaſt, at the diſtance of ſeven leagues, which we judged to be a little to the Southward and Eaſtward of Queenhithe. This land was very remarkable from its having the appearance of a ſaddle, and that part of it obtained the name of Saddle Hill. We computed it to be in the latitude of 46° 30′ North, and longitude of 235° 20′ Eaſt of Greenwich. We ſtood to cloſe in with it, when it appeared to be the Southernmoſt point we had ſeen the preceding day, from Deſtruction Iſland. The wind veered again to the South South Eaſt, and at once damped our hopes of favourable weather. Heavy rain with a thick fog ſucceeded, which obliged us to tack and ſtand again to ſea.

The bad weather continued all this day, with an heavy ſea from the Weſtward, that endangered the long-boat, which we had towed aſtern ever ſince our departure from King George's Sound. It was, therefore, impoſſible for us to encounter the land without running into extreme danger. Beſides, the moon was now near its change, a period which, according to our obſervations, never failed in theſe ſeas to bring bad weather along with it. We therefore carried a preſs of ſail, to obtain a good diſtance from the land; which was, at this time, an object of no common conſequence.

Thurſday 3 On the 3d at noon, we had a glimpſe of the ſun, and the latitude was 47° 46′ North. The wind ſhifted to the South Weſt, on which we tacked and ſtood to the South South Eaſt, immediately in for the land. We now were at about the diſtance of twenty leagues from Cape Flattery.

Friday 4 During the night the weather was moderate and clear, and on the 4th the wind ſhifted to the South Eaſt; when we again tacked and ſtood to the Eaſt North Eaſt, in order to near the land. We ſtood thus till ſix o'clock in the evening, when the land was ſeen bearing from North

to

to North Eaſt. In the Northern quarter it was of a great height, and covered with ſnow. This mountain, from its very conſpicuous ſituation, and immenſe height, obtained the name of Mount Olympus. We computed it to be in the latitude of 47° 10′ North, and longitude 235° Eaſt of Greenwich. In the North Eaſt it ſtretched itſelf out to a point, which we judged to be in the latitude of 47° 20′ North. We kept ſtanding in for the land, during the night, with a light breeze from the South Eaſt; and at ſun-riſe on the 5th, it bore from North by Weſt, to Eaſt by North, our diſtance off ſhore being 12 leagues; ſo that in the night we had been affected by a conſiderable current, which had ſet us from the land. 1788. JULY. Saturday 5

At noon the latitude was 47° 1′ North, and the lofty mountains ſeen on the preceding day, bore Eaſt North Eaſt, diſtant ſeven leagues.—Our diſtance might be four leagues from the ſhore, which appeared to run in the direction of Eaſt South Eaſt, and Weſt North Weſt, and there appeared to be a large ſound or opening in this direction.

By two o'clock, we were within two miles of the ſhore, along which we ſailed, which appeared to be a perfect foreſt, without the veſtige of an habitation. The land was low and flat, and our ſoundings were from fifteen to twenty fathoms over an hard ſand. As we were ſteering for the low point which formed one part of the entrance into the bay or ſound, we ſhoaled our water gradually to ſix fathoms, when breakers were ſeen to extend in a direction quite acroſs it, ſo that it appeared to be inacceſſible to ſhips. We immediately hauled off the ſhore until we deepened our water to ſixteen fathoms. This point obtained the name of Low Point, and the bay that of Shoal-water Bay; and an head-land that was high and bluff, which formed the other entrance, was alſo named Cape Shoal water. The head-land we judged to be in the latitude of 46° 47′ North, and the longitude 235° 11′ Eaſt of Greenwich.

1788. July. The diſtance from Low Point to Cape Shoal-water was too great to admit of an obſervation in our preſent ſituation. The ſhoals ſtill appeared to run from ſhore to ſhore; but when we were about midway, we again bore up near them, in order to diſcover if there might not be a channel near the cape: we accordingly ſteered in for the mouth of the bay, when we ſhoaled our water to eight fathoms. At this time the breakers were not more than three miles from us, and appeared to extend to Cape Shoal-water, when it was thought prudent again to haul off. From the maſt-head it was obſerved that this bay extended a conſiderable way inland, ſpreading into ſeveral arms or branches to the Northward and Eaſtward. The back of it was bounded by high and mountainous land, which was at a great diſtance from us. A narrow entrance appeared to the North Weſt, but it was too remote for us diſcover, even with glaſſes, whether it was a river or low land.

We had concluded that this wild and deſolate ſhore was without inhabitants, but this opinion proved to be erroneous; for a canoe now came off to us from the point, with a man and boy. On their approach to the ſhip, they held up two ſea otter ſkins; we therefore hove to, when they came alongſide and took hold of a rope, but could not be perſuaded to come on board. We then faſtened ſeveral trifling articles to a cord, and threw them over the ſide of the ſhip, when they were inſtantly and eagerly ſeized by the boy, and delivered by him to the man; who did not heſitate a moment to tie the two otter ſkins to the cord, and waved his hand as a ſign for us to take them on board,—which was accordingly done, and an additional preſent immediately conveyed to him in the ſame manner as the former.

Theſe ſtrangers appeared to be highly delighted with their unexpected treaſure, and ſeemed, at firſt, to be wholly abſorbed in their attention to the

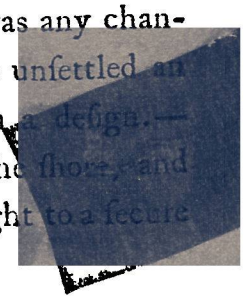
the articles which compoſed it; but their curioſity was in a ſhort time entirely transferred to the ſhip, and their eyes ran over every part of it with a moſt rapid tranſition, while their actions expreſſed ſuch extreme admiration and aſtoniſhment, as gave us every reaſon to conclude that this was the firſt time they had ever been gratified with the ſight of ſuch an object. 1788. JULY.

We endeavoured to make ourſelves intelligible, by addreſſing them in the language of King George's Sound, which we had found to prevail from thence to the diſtrict of Tatootche; but they did not comprehend a word we uttered, and replied to us in a language which bore not the leaſt reſemblance or affinity, as far as we could form judgment, to any tongue that we had heard on the coaſt of America.

On a particular inſpection, we obſerved that the faſhion of their canoes differed from thoſe of their more Northern neighbours. In their perſons and cloaths, indeed, they reſembled the people of Nootka; but we obſerved no ornaments about them which could lead us to ſuppoſe that they had ever before communicated with Europeans. Nevertheleſs their firſt holding up the otter ſkins, and the manner in which they conducted themſelves afterwards, plainly proves that they had an idea of trade: indeed, it is more than probable that ſome of the natives of Tatootche's diſtrict may have occaſionally roamed thus far, and communicated the intelligence of ſtrangers arriving in ſhips to trade for furs. But there is every reaſon to believe that theſe people are of a different and diſtinct nation from thoſe of King George's Sound, Port Cox, and Tatootche; nor is it improbable but that this very ſpot might be the extreme boundary of their diſtrict on the North. In this perſuaſion we became doubly anxious to find ſome place of ſhelter,—ſome harbour or port where the ſhip

1788. July. could remain in ſafety, while the boats might be employed in exploring this part of the coaſt.

During the time we had been lying to for theſe natives, the ſhip had drifted bodily down to the ſhoals, which obliged us to make ſail,—when the canoe paddled into the bay. It was our wiſh to have ſent the long-boat to ſound near the ſhoals, in order to diſcover if there was any channel; but the weather was ſo cloudy, and, altogether, had ſo unſettled an appearance, that we were diſcouraged from executing ſuch a deſign.—Nothing, therefore, was left for us but to coaſt it along the ſhore, and endeavour to find ſome place where the ſhip might be brought to a ſecure anchorage.



We therefore continued our courſe; and, by ſeven o'clock, we were at no great diſtance from Cape Shoal-water, when we again had a clear and diſtinct view of the bay and ſhoals.—Our depth of water was ſixteen fathoms, over a ſandy bottom, and the land extended to the Eaſt South Eaſt, from the Cape, from which we were diſtant three leagues. The land to the Southward made like iſlands, but that circumſtance was attributed to the fog, which now came thick upon us. As night came on the ſhip was hauled off ſhore and hove to, to await the return of day-light.

Sunday 6 The morning of the 6th was very unfavourable to the buſineſs of making diſcoveries; the wind veered to the North, and blew very ſtrong, with a great ſea;—Cape Shoal-water bore Eaſt by North ſix leagues; and the land was everywhere covered with a thick miſt; we therefore did not bear up till nine o'clock, when the miſt cleared from off the land.—As we approached it our ſoundings were very regular, from forty to ſixteen fathoms, over a ſandy bottom.—At half paſt ten,

ten, being within three leagues of Cape Shoal-water, we had a perfect view of it; and, with the glaſſes, we traced the line of coaſt to the Southward, which preſented no opening that promiſed any thing like an harbour. An high bluff promontory bore off us South Eaſt, at the diſtance of only four leagues, for which we ſteered to double, with the hope that between it and Cape Shoal-water, we ſhould find ſome ſort of harbour. We now diſcovered diſtant land beyond this promontory, and we pleaſed ourſelves with the expectation of its being Cape Saint Roc of the Spaniards, near which they are ſaid to have found a good port. 1788. JULY.

By half paſt eleven we doubled this cape, at the diſtance of three miles, having a clear and perfect view of the ſhore in every part, on which we did not diſcern a living creature, or the leaſt trace of habitable life. A prodigious Eaſterly ſwell rolled on the ſhore, and the ſoundings gradually decreaſed from forty to ſixteen fathoms, over a hard, ſandy bottom. After we had rounded the promontory, a large bay, as we had imagined, opened to our view, that bore a very promiſing appearance, and into which we ſteered with every encouraging expectation.

The high land that formed the boundaries of the bay, was at a great diſtance, and a flat level country occupied the intervening ſpace: the bay itſelf took rather a weſterly direction. As we ſteered in, the water ſhoaled to nine, eight, and ſeven fathoms, when breakers were ſeen from the deck, right a-head; and, from the maſt-head, they were obſerved to extend acroſs the bay. We therefore hauled out, and directed our courſe to the oppoſite ſhore, to ſee if there was any channel, or if we could diſcover any port.

The name of Cape Diſappointment was given to the promontory, and the bay obtained the title of Deception Bay. By an indifferent meridian

1788. July. obſervation, it lies in the latitude of 46° 10′ North, and in the computed longitude of 235° 34′ Eaſt. We can now with ſafety aſſert, that there is no ſuch river as that of Saint Roc exiſts, as laid down in the Spaniſh charts: to thoſe of Maurelle we made continual reference, but without deriving any information or aſſiſtance from them.

We now reached the oppoſite ſide of the bay, where diſappointment continued to accompany us; and being almoſt certain that there we ſhould obtain no place of ſhelter for the ſhip, we bore up for a diſtant head-land, keeping our courſe within two miles of the ſhore.

The face of the country, however, aſſumed a very different appearance from that of the Northern coaſt. Many beautiful ſpots, covered with the fineſt verdure, ſolicited our attention; and the land roſe in a very gradual aſcent to the diſtant mountains, ſkirted by a white ſandy beach down to the ſea. As we ſailed along, ſpacious lawns and hanging-woods everywhere met the delighted eye,—but not an human being appeared to inhabit the fertile country of New Albion.

As we thus purſued our courſe along the ſhore, obſerving every part of it with the moſt minute attention, a large opening appeared a-head, which once more animated our hopes, and formed a new ſource of diſappointment. In the offing it blew very ſtrong, and a great weſterly ſwell tumbled in on the land. By ſeven o'clock we were abreaſt of this opening, the mouth of which, to our great mortification, was entirely cloſed by a low ſandy beach, nearly level with the ſea, which appeared to flow over it, and form an extenſive back-water:—beyond it an open champaign country extended to a conſiderable diſtance, where it was confined by a boundary of lofty mountains.

The

J. Meares, del.

The Country of New Albion &c.

In the latitude of 42 N. when Cape Lookout & the 3 Brothers bore S.S.E. dist. 8 leag.

Publish'd Aug. 20. 17[illegible] by J. Walter, No. 169, Piccadilly.

The bay was named by us Quickſand Bay, and an adjoining head-land Cape Grenville; — the diſtant Southerly head-land, we called Cape Look-out. This cape is very high and bluff, and terminates abruptly in the ſea. At about the diſtance of two miles from it there roſe three large rocks, which were very remarkable, from the great reſemblance they bore to each other.—The middle one has an arch-way, perforated, as it were, in its centre, through which we very plainly diſcovered the diſtant ſea.—They more particularly attracted our notice, as we had not obſerved between King George's Sound and this place, any rocks ſo conſpicuouſly ſituated from the land: — their diſtance from each other might be about a quarter of a mile, and we gave them the name of the Three Brothers. 1788. JULY.

By eight in the evening we were within three leagues of Cape Look-out, which we judge to lie in the latitude of 45° 30′ North, and in the longitude of 235° 50′ Eaſt of Greenwich. We were now convinced that there was no opening between the Cape and Quickſand Bay.

As we had met with nothing but diſcouragement, we here gave up all further purſuit, and cloſed our progreſs to the Southward:—we therefore hauled our wind, in order to proceed again to the Northward.

It was our intention to take our courſe to the great bay or ſound which we had paſſed the day after our departure from Port Cox, and from whence a large company of the natives came off to us. This bay had, indeed, been already viſited by the ſhip Imperial Eagle, where we had found a ſecure anchorage: from thence we propoſed to ſend the long-boat, in order to explore the ſtraits, and to aſcertain whether the inhabitants were a people diſtinct from thoſe of Nootka Sound.

1788. JULY. We had now obtained no inconſiderable knowledge of the Coaſt of America, from King George's Sound to Cape Look-out: that is, from the latitude of 45° 37′ North, to the latitude of 49° 37′ North.—We had not only traced every part of a coaſt which unfavourable weather had prevented Captain Cook from approaching, but had alſo aſcertained the real exiſtence of the Strait of John de Fuca, which now renewed its claim to our attention. We moſt anxiouſly wiſhed to have continued our inquiſitive courſe to the Southward, as far, at leaſt, as latitude 42°, where it is ſaid Captain Caxon found a good harbour; but the ſeaſon was already ſo much advanced, that had we gone ſo far to the Southward, we ſhould not have been able to return to King George's Sound before the equinoctial gales ſet in;—a ſeaſon to be dreaded on this coaſt, more eſpecially when we knew of no harbour where we could take refuge againſt the violence of it:—Beſides, we were influenced by a very natural anxiety concerning the party we had left at Nootka:—they might have been in want of our aſſiſtance, and various circumſtances might have ariſen, which would render our return of importance to them, at leaſt before the month of September:—Beſides, if we had purſued our courſe to the Southward, we ſhould have been altogether prevented from examining the ſtrait; as the bad weather which we had every reaſon to believe we ſhould experience on our return, might, and in all probability would, prolong the courſe of it to the middle of Auguſt.—As it was, we ſeldom enjoyed a ſucceſſion of three days without either fog or rain.

The equinoctial gales blow with great fury on the coaſt of America, and generally ſet in from the 10th to the 15th of September, We were therefore apprehenſive that they might drive us off the coaſt, and force us, perhaps, to ſteer to the Sandwich Iſlands, and, of courſe, to leave the party at Nootka in a ſituation of difficulty and danger.

Such

Such were the reaſons which determined us to return to the North, and to keep King George's Sound open, at all events, let the winds or weather be what they might. This meaſure was alſo eſſentially neceſſary, as it was already agreed that on the 20th of September one of the ſhips ſhould leave the American coaſt on her return to China; but before this part of our expedition could be put in execution, the new veſſel was to be launched and equipped for ſea, and near three thouſand fathoms of cordage manufactured,—a buſineſs which would employ a more numerous crew than our ſhip contained. 1788. JULY.

At ſun-riſe of the 7th, Cape Look-out was ſeen, bearing Eaſt by South, at the diſtance of twelve leagues. Our latitude at noon was 45° 12′ North, and the variation of the compaſs only 16° 10′ Eaſt. Monday 7

It was the 10th of July before we again made the land, when at noon we diſcerned the high land forming the Eaſtern ſhore in the Straits of de Fuca; and, at ſun-ſet, we ſaw the Eaſternmoſt head-land of the large ſound near Port Cox, which obtained from us the name of Cape Beale: this head-land bore North by Eaſt, diſtant ten leagues. The variation of the compaſs was here 18° 30′ Eaſt. Thurſday 10

On the 11th, in the morning, we were off the mouth of this ſound, which appeared extenſive, but of no great depth. Several iſlands were placed nearly in the middle of it, which were rather high, and well wooded. The long-boat was ſent to find the anchoring-ground, and, above eleven o'clock, ſhe returned to pilot us into a fine ſpacious port, formed by a number of iſlands, where we anchored in eight fathoms water, over a muddy bottom, and ſecurely ſheltered from wind and ſea. A large number of natives immediately came off in their canoes, and brought abundance of fiſh; among which were ſalmon, trout, cray, and Friday 11

1788. July. other ſhell-fiſh, with plenty of wild berries and onions. Theſe people belonged to a very large village, ſituated on the ſummit of a very high hill.—This port we named Port Effingham, in honour of the noble Lord of that title.

Saturday 12 On the 12th, the ſails and running rigging were unbent, a party of waterers were ſent on ſhore, and the reſt of the crew were employed about the neceſſary duty of the ſhip.

This ſound had been viſited by Captain Barclay, of the Imperial Eagle, in the year 1787, who named it Barclay Sound. The ſound itſelf is very extenſive, and contains ſeveral ſcattered iſlands, entirely covered with wood. On the main land there are large and populous villages, well watered by rivulets, where great numbers of ſalmon are taken, which, when properly prepared, conſtitute a principal part of their winter's food.

The port is ſufficiently capacious to contain an hundred ſail of ſhips,—and ſo fortunately ſheltered as to ſecure them from any ſtorm.—The anchorage is alſo good, being a ſoft mud, and the watering place perfectly convenient.

In our paſſage from Cape Look-out to Port Effingham, we ſaw numbers of ſea otters playing in the water with their young ones; but at the ſhip's approach they quickly diſappeared. Once or twice we paſſed within a few yards of ſome of them, as they were ſleeping on their backs in the ſea. At firſt we took them for pieces of drift-wood, till, on being awakened be the noiſe of the ſhip, they inſtantly dived away. We alſo ſaw many whales of the ſpermaceti kind, and ſeals without number, beſides other huge marine animals.

A Plan of PORT EFFINGHAM in BERKLEY'S SOUND.

Latitude 49° 00' North.
Longitude 223° 48' East *of Greenwich.*

1788.
JULY.

CHAP. XVI.

Take poſſeſſion of the Straits of de Fuca in the Name of the King of Great Britain.—Viſited by the Natives.—Pleaſant Situation of the Ship.—Long-boat equipped and ſent on an Expedition.—The Object of it.—Strangers reſort to the Ship.—Anxiety on Account of the Long-boat, which at length arrives.—Reaſon of her quick Return.—Conflict with the Natives of the Straits of de Fuca, and the Conſequences of it.—Valour of thoſe People.—The dangerous Situation of the Boat and Crew.—Diſtance advanced up the Straits of de Fuca.—Poſition of them.—Human Heads offered to ſale.—Damp thrown on the Spirits of the Crew.—Prepare for Sea.—Leave Port Effingham.—An Account of the Port and Sound.—Progreſs of the new Veſſel, &c.—Succeſs in collecting Furs.—Attention of Maquilla.

IT may not be improper to mention that we took poſſeſſion of the ſtraits of John de Fuca, in the name of the King of Britain, with the forms that had been adopted by preceding navigators on ſimilar occaſions.

On the 30th of July, a conſiderable number of natives viſited the ſhip in this ſtation, from whom we purchaſed furs of various kinds.— But it was obſerved by us, that they were not accompanied by their chiefs, or indeed any perſon of authority amongſt them. They alſo brought us great plenty of ſalmon, which, in delicacy of flavour, far exceeded that of Nootka Sound, with large quantities of ſhell-fiſh, and the refreſhing as well as ſalutary proviſion of wild onions, and fruits of Sunday 03

their

1788. JULY. their woods; with which nature had kindly furniſhed every part of the coaſt where we had any communication with the natives of it.

It was now the height of ſummer, the weather was warm and pleaſant; and we very ſenſibly enjoyed the benign influence of the delightful ſeaſon. Not a ſingle patch of ſnow was viſible on the ſummits of the lofty mountains which ſurrounded the ſound. We could not, therefore, but derive a moſt refreſhing ſatisfaction from our temporary repoſe in this calm and charming ſituation.

We embraced the preſent favourable opportunity to diſpatch the long-boat, not only to explore the ſtraits of de Fuca, but to procure, if poſſible, ſome knowledge of the people of Shoalwater-Bay. She was, therefore, properly equipped for the occaſion, was manned with thirteen of our people, and furniſhed with proviſions for a month. The command of her was given to Mr. Robert Duffin, our firſt officer, to whom written inſtructions were delivered, by which he was to govern himſelf in the conduct of this little expedition.—On the 13th, the boat departed on its voyage of diſcovery.

The crew employed on this occaſion, added to the party we had ſpared for the ſervice of King George's Sound, had ſo diminiſhed our ſhip's company, that it became abſolutely neceſſary for us to put ourſelves in the beſt poſſible ſtate of preparation, in caſe our preſent neighbours, who are a numerous, bold, and powerful people, ſhould be tempted by a knowledge of our weakneſs to make an attack. All the guns were therefore mounted; the arms got ready for ſervice, and orders iſſued that none of the natives ſhould, on any pretence whatever, be ſuffered to come on board the ſhip.

Imme-

Immediately after the departure of the long-boat, a conſiderable number of canoes from the Northward, came along-ſide us, few, if any, of which contained leſs than thirty men, and many of them more, beſides women and children. Among our viſitors we recollected the faces of ſeveral whom we had already ſeen at Port Cox, of which place they were inhabitants. The others were natives of the Weſtern ſhore which ſtretches down to the ſtraits, and which forms a part of the extenſive territories of Wicananiſh. That prince, it ſeemed, had lately given a ſplendid feaſt to a large number of his principal ſubjects; and from the great quantity of thoſe articles he had received from us, which we now perceived among them, there was every reaſon to ſuppoſe that he had added to the ſplendour of his banquet, by dividing his treaſures among thoſe who had the honour of being invited to it. 1788. JULY.

Nothing material occurred till the 20th: the weather continued to be extremely fine, and our communication with the natives was on terms of reciprocal good underſtanding. They daily reſorted to us with furs, fiſh and vegetables, and ſometimes an occaſional preſent of very fine veniſon added its luxury to the common plenty of our table. But in our preſent ſtate of inactivity, the ſituation of the long-boat was continually preſſing home upon our minds with the hopes of ſucceſs, or the fears of calamity. The ſavage nature of the people who inhabited the parts which our friends were gone to explore, operated to alarm the one; at the ſame time that our confidence in their ſkill, courage, and good conduct, animated the other.—While, however, our imaginations were following them in their voyage, with the moſt affectionate ſolicitude, they were on the verge of deſtruction, and threatened with ſharing the abhorrent fate of their countrymen who were devoured by the cannibals of Queenhithe. Sunday 20

1788. JULY. On the evening of the 20th, we ſaw the ſails of the long-boat in the offing; but the ſudden impulſe of our unreflecting joy on the occaſion, was immediately checked by the apprehenſions that naturally aroſe in our minds from her early return. The interval of her arrival at the ſhip was a period of very painful ſuſpenſe to every one on board: at length, to our inexpreſſible ſatisfaction, we obſerved, on her coming along-ſide, that not an individual was miſſing. Our immediate attention, however, was called to the aſſiſtance of ſome wounded men, who had ſuffered ſeverely in a very violent conflict the boat had ſuſtained with the natives of the ſtraits, and which was the cauſe of her ſudden return.

The whole attention of the ſhip was now transferred to our wounded people; but though ſeveral of them were much hurt, we were conſoled with finding that no mortal injury had been received by any. The officer was wounded by a barbed arrow in the head, which would have killed him on the ſpot, if a thick hat had not deadened the force of the weapon. One of the ſeamen was pierced in the breaſt, and another in the calf of the leg, into which the arrow had entered ſo far as to render a very large inciſion abſolutely neceſſary, in order to diſcharge it. A fourth received a wound very near the heart, but the weapon which gave it, very fortunately fell ſhort of the vital parts. The reſt of the people were bruiſed in a terrible manner by the ſtones and clubs of the enemy; even the boat itſelf was pierced in a thouſand places by arrows, many of which remained in the awning that covered the back part of it; and which, by receiving the arrows, and breaking the fall of large ſtones thrown from ſlings, in a great meaſure ſaved our party from inevitable deſtruction.

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In this engagement the natives behaved with a ſpirit and reſolution that reſiſted the uſual terror of fire-arms among a ſavage people; for the conteſt was cloſe, and for ſome time our men fought for their lives.—One of them had been ſingled out by an individual ſavage for his victim, and a fierce engagement took place between them. The native was armed with a ſtone bludgeon, and the ſailor with a cutlaſs. They both manifeſted, for ſome time, equal courage and dexterity; but if an intervening oar had not broke a blow, armed with all the force of his enemy, our brave countryman muſt have ſunk beneath it. It however failed of its object, and gave him an opportunity, by a ſevere ſtroke of the cutlaſs, to deprive the native of an arm, who, notwithſtanding ſuch a loſs, and ſeveral other wounds, contrived to ſwim from the boat, indebted for his life to the noble mercy of his conqueror, who diſdained to kill him in the water. 1788. JULY.

The ſeaman who was wounded in the leg, continued, during the action, with the arrow in his fleſh; and without attempting to rid himſelf of the torturing weapon, became, by his courageous and active exertions, a very principal inſtrument in preſerving the boat.

Though we had never had any intercourſe or communication with the inhabitants of the ſtraits, we had indulged ourſelves with the hope that our friendly conduct towards their neighbours, might, by ſome means, have reached the diſtrict of their habitation, and given them favourable impreſſions of us: but their conduct marked the moſt ſavage and bloody hoſtility; and the fury of their onſet compelled a ſimilar ſpirit of reſiſtance: but to do juſtice to the humanity of our people,—notwithſtanding the actual ſufferings of many of them, and the cruel fate which they well knew would have been the certain allotment of them all, had they loſt the day,—they never failed, in recounting the circumſtances of

1788. JULY. of it, to expreſs an unfeigned concern for the unhappy people who had ſo raſhly courted their own deſtruction.

The attack was begun by the ſavages,—who boarded the boat, with the deſign of taking her, in two canoes, containing between forty and fifty men, who were moſt probably ſome of their choiceſt warriors. Several other canoes alſo remained at a ſmall diſtance, to aſſiſt in the attempt; and the ſhore was every where lined with people, who diſcharged at our veſſel continual ſhowers of ſtones and arrows. A chief in one of the canoes, who encouraged the advance of the others, was moſt fortunately ſhot in the head with a ſingle ball, while in the very act of throwing a ſpear of a moſt enormous length at the cockſwain. This circumſtance cauſed the canoes to draw back, and deprived the natives who were already engaged, of that ſupport which muſt have enſured them the victory.——Indeed, as it was, when we conſider that the boat's company conſiſted only of thirteen men, who were attacked with the moſt courageous fury by ſuperior numbers, and galled as theſe were, at the ſame moment, by the numerous weapons conſtantly diſcharged from the ſhore, their eſcape is to be numbered among thoſe favourable events of life, which never fail to excite, in well ordered minds, a mingled ſenſation of gratitude and aſtoniſhment.

The boat had advanced a conſiderable way up the Straits of de Fuca, and had entered a bay or harbour; when, as our people were preparing to land for the purpoſe of examining it, they were attacked by the natives, as has been juſt related; and, of courſe, effectually obſtructed in the purſuit of their original deſign. From this ſtation, however, they obſerved, that the ſtraits to the Eaſt North Eaſt appeared to be of great extent, and to encreaſe rather than diminiſh.

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As they returned down the ſtraits, they were met by a ſmall canoe paddled by two men, who were the ſubjects of Wicànaniſh, and from whom they purchaſed ſome fiſh. But words cannot expreſs the ſurpriſe and abhorrence of our people, when theſe ſavages held up two human heads, but juſt cut off, and ſtill ſtreaming with blood, by way of offering them to ſale. They held theſe deteſtable objects by the hair with an air of triumph and exultation; and, when the crew of the boat diſcovered ſigns of diſguſt and deteſtation at ſuch an horrid ſpectacle, the ſavages, in a tone, and with looks of extreme ſatisfaction, informed them, that they were the heads of two people belonging to Tatootche, whom they had murdered, as that chief had lately declared war againſt Wicananiſh. This circumſtance threw a damp upon the ſpirits of the crew, which continued, more or leſs, through the whole of the voyage. 1788. JULY.

Though the boat had not ſucceeded in the principal object of our expedition, yet it did not return without being able to communicate ſome knowledge of the ſtraits of de Fuca. She had ſailed near thirty leagues up the ſtrait, and at that diſtance from the ſea it was about fifteen leagues broad, with a clear horizon ſtretching to the Eaſt for 15 leagues more.—Such an extraordinary circumſtance filled us with ſtrange conjectures as to the extremity of this ſtrait, which we concluded, at all events, could not be at any great diſtance from Hudſon's Bay:—An opinion which is conſidered at large in the Introduction to this volume.

We were now obliged to give up all hope of obtaining any further ſatisfaction concerning the extent of the ſtraits, or of the particulars of Shoalwater Bay, at leaſt for this ſeaſon. We therefore prepared to return with all poſſible expedition to join our party in King George's Sound.

1788. JULY. Monday 21 On the 21ſt, we put to ſea with the tide of ebb, and by noon we were entirely clear of the Sound. Our latitude was 48° 41′ North, and Port Effingham bore North Weſt by North, at the diſtance of five miles.

During our ſtay in this port, we were viſited by a great variety of people, who reſided at different places between Port Cox and the iſland of Tatootche. But none of thoſe who inhabit the country up the ſtrait ventured to approach us: perhaps the fear of Tatootche, whoſe iſland is ſituated at the very entrance, and is ſaid to contain near five thouſand people, might prevent them from coming to the ſhip.

In this ſtation we procured a conſiderable quantity of very fine ſea-otter ſkins, with abundance of fiſh, conſiſting of ſalmon, halibut, herrings, ſardonies, cod, trout, and rock-fiſh. We were alſo furniſhed with a continual ſupply of vegetables and fruits of the woods; particularly a kind of wild currant, which grows on trees of a tolerable ſize.

The ſound is, by no means, ſo extenſive as that of Nootka. It affords, however, ſeveral places of ſhelter, but none of them are ſo commodious as Port Effingham, which is entirely ſecure from all winds. The coaſt every where abounds with timber for ſhip-building, and which would form the fineſt maſts and ſpars in the world.

Tueſday 22 During the whole of the 22d the wind blew from the Weſt North Weſt, with which we ſtood to ſea to the South Weſt, till noon of the Wedneſday 23 23d, when the latitude was 48° 36′ North.——At this time we had made ſo conſiderable an offing that we loſt ſight of land; when, at three in the afternoon, the wind veering to the South Weſt, we tacked and ſtood to the Weſt North Weſt, to make the land.

1788. JULY. Thurſday 24

In the morning of the 24th, the wind ſhifted to the Southward, which brought thick, hazy weather, and of courſe prevented us from cloſing with the ſhore. Towards noon, however, it cleared away, and the latitude was 49° 40′ North: but we ſcarcely had taken the meridian, when the fog returned, and on ſounding, we had no more than twenty fathoms of water; on which we tacked immediately and ſtood to ſea. At four o'clock it again cleared up, when Breaker's Point was ſeen bearing Eaſt by South, diſtant four leagues, and our diſtance from the land was only three leagues; ſo that when we tacked, we muſt have been cloſe on board it.

Friday 25

The thick, miſty weather did not entirely clear away till the morning of the 25th, when the entrance of King George's Sound was ſeen bearing Eaſt North Eaſt, at the diſtance of ſix leagues; but it again came on ſo very foggy, that it would have been imprudence in the extreme to have run for the land.

Saturday 26

About eight o'clock in the morning of the 26th, we happily anchored ſafe in Friendly Cove; when we enjoyed the very great ſatisfaction of finding our friends in perfect health and ſecurity, as well as the veſſel in a forward ſtate of advancement: ſhe was completely in frame, part of her ſides were planked, her decks laid, and moſt of her iron work finiſhed.

During our abſence a conſiderable quantity of furs had been collected, not only from the natives, but from various companies of ſtrangers, whom the fame of the veſſel had induced to viſit Nootka, in order to ſatisfy their curioſity with the ſight of ſuch an object.

Maquilla

1788. JULY. Maquilla had ſcrupulouſly adhered to every part of his engagement, and the faithful Callicum had attended to the welfare and ſafety of our people, with the vigilance of honour, and the affection of friendſhip: the inhabitants of the village in his juriſdiction, not only brought daily and plentiful ſupplies of fiſh and other proviſions to the houſe, but gave the party every aſſiſtance in their power, by his immediate orders. Nor is it poſſible for us to relate his zealous regard and unſhaken attachment to us, without lamenting the unmerited fate he received, from the unfeeling and execrable conduct of men who were natives of the moſt enlightened quarter of the globe, and boaſt the profeſſion of a religion of peace and mercy.

CHAP.

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CHAP. XVII.

Anxiety of the Party on Shore on Account of the Ship.—Reports ſpread by the Natives.—Knowledge obtained by the Party of our Engagement in the Straits of De Fuca, and its Conſequence.—Improvement made in the Houſe, &c. during the Abſence of the FELICE.*—The Aſtoniſhment of the Natives at the Building of the Veſſel, with their peculiar Attention to the Employment of the Smiths.—Our Obſervation of the Sabbath an Object of particular Curioſity to the Natives.—Some Knowledge of their Religion derived from thence.—Deſign of proceeding again to Port Cox.—Reaſons aſſigned for not ſtopping there on our Return from Port Effingham.—Our Intentions fruſtrated.—Mutiny on Board.—The Perſons concerned in it turned on Shore.—And the Reaſons for ſuch a Meaſure, &c.*

IF, during our progreſs to the Southward, we felt at times a very poignant anxiety for the ſafety and welfare of thoſe whom we had left on ſhore, it cannot be ſuppoſed, for a moment, that they were not affected by ſimilar ſenſations for their friends on board the Felice; who were gone to encounter the dangers of thoſe ſeas where it was doubted that ever ſhip had ploughed the water, and to explore thoſe coaſts which they did not ſuppoſe an European foot had ever trod.—Their ſolicitude was equal to our own; and their intervals of labour were conſtantly employed in counting the hours of our abſence,—offering up prayers for our ſafety,—and joining in wiſhes for our return.—But this was not all—the natural concern they muſt feel on our account,

1788. July. was heightened into the moſt painful alarm, from a report brought them by ſome of the ſubjects of Wicananiſh, which contained an account of our having been attacked by the people of Tatootche, who had cut to pieces a part of the crew of the Felice; and that the principal officers were among thoſe who had fallen in the conteſt.—Such a relation, which could not be ſuppoſed, by the moſt incredulous of our people, to be a mere invention, threw them into a ſtate of confuſion that checked the growing ardour of their exertions, and caſt a gloom over them which the utmoſt efforts of their reſolution, and the ſpirit neceſſary to encounter a repeated acceſſion of difficulties, was not able entirely to diſſipate.—This report, however, proved to be an entire fabrication of thoſe who brought it, as it was previous to the action of our long-boat with the natives of the Straits, which might have, in ſome degree, juſtified an exaggerated account of that unfortunate event.—From what motives this falſhood was fabricated, we never could diſcover, or, indeed, form any thing like a ſatisfactory conjecture. A full and faithful account, however, of our proceedings in Port Effingham, and a particular deſcription of our wounded ſeamen, was brought to Nootka Sound, by a native of that port, who had arrived to diſpoſe of a cargo of furs to Maquilla.

Among other unpleaſant conſequences of this report, it put an end, for ſome time, to all communication between the natives of King George's Sound and the houſe; and occaſioned our people, who were under the afflicting apprehenſions that they ſhould never ſee us more, to redouble their precautions till the arrival of the Iphigenia.—Their joy, therefore, may be more eaſily conceived than deſcribed, when they ſaw the Felice enter the Sound, and beheld every perſon on board in health and ſpirits, who had departed with her.

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The ſituation and circumſtances in which we found our little colony at our return, very evidently proved their diligence, as well as attention to the orders left with them for their conduct during our abſence. The houſe had been rendered perfectly ſecure from any attack of the natives, though they ſhould have employed their whole force againſt it. A paliſado of ſtrong ſtakes, with a well-formed fence of thick buſhes, had rendered our ground, in a great meaſure, impregnable. Various other improvements, of leſs conſequence, had been made, as new ideas of convenience and utility ſuggeſted themſelves, which, altogether, gave the place an appearance of a little dock-yard, and not only engroſſed the attention, but excited the aſtoniſhment of the Nootkan people. 1788. JULY.

Our abſence from the Sound had been only one month and twenty-five days; and in this time, as we have already particularized, a very expeditious advance had been made in the veſſel.—She was, as may be very naturally ſuppoſed, an object of great curioſity among the natives, who could never be perſuaded that ſuch a body of timber would find a power equal to the removal of it from the ſtocks on which it was building.—But their moſt inquiſitive attention employed itſelf on the work-ſhop of the ſmiths, and the operation of the forges. Their ſimple minds, in a ſtate ſo diſtant from the knowledge of enlightened nature and the cultivated world, beheld, with all the extravagance of infantine delight, the mechanic ſkill of our artificers.—Nor was their intereſt leſs engaged than their curioſity, in attending to thoſe powers which fabricated the variety of articles that added ſo much to the pride, the pleaſure, and the convenience of their lives.—Indeed they were continually making application to have iron forged into forms of uſe or ornament; and ſo very fickle were they in the objects of their fancy, that it became a matter of conſiderable trouble to ſatisfy their varying inclinations.—It was therefore determined to turn this changeful diſpoſition to our own ad-

1788. JULY. vantage, by enhancing the value of indulging it; in conſequence of which regulation, the daily ſupply of proviſions was conſiderably augmented, and fiſh and fruit were brought in encreaſing abundance.

Sunday 27 The 27th, being Sunday, the crew had leave to amuſe themſelves with a ramble on ſhore. The weather was extremely pleaſant,—the air was genial,—and every one wore in his looks the ſatisfaction he felt, on enjoying a ceſſation from labour, and the indulgence of eaſe and ſecurity.—Indeed it was our conſtant cuſtom to pay all poſſible reſpect to the ſabbath, and to fulfill its deſign, whenever it was in our power, by making it a day of reſt.

The natives could not, at firſt, comprehend why all our occupations ſtood ſtill on this day:—but the different cloathing of the men, and, particularly, the clean faces of the ſmiths and armourers, awakened their curioſity ſo far as to produce an enquiry of us concerning this incomprehenſible regulation.—The manner of their receiving our explanation, gave us ſome inſight into their religion, which will be the ſubject of a future page.

Monday 28 On the 28th, we reſumed our work, and a large party was ſent into the woods to fell timber, for the purpoſe of planking the veſſel, which was a very laborious buſineſs, as there were large logs to be conveyed upwards of a mile, through a thick foreſt, to our little dock-yard.—The remainder of the crew were employed, either in making cordage, aſſiſting the carpenters, or preparing the ſhip for ſea.

It was now determined to put our deſign in execution of proceeding in a few days to Port Cox, to pay another commercial viſit to Wicananiſh. It was, indeed, our original intention to have taken that place in our way

way back from Port Effingham; but the accident of the long-boat, in the Straits of de Fuca, and our impatience to return to our friends in the Sound, predominated over every other conſideration. But as we were now perfectly ſatisfied as to the ſituation and progreſs of the party at Nootka, it was agreed to proceed again to ſea, as we expected to reap very conſiderable advantages from the numerous hunters of Wicananiſh, who, we had every reaſon ſuppoſe, would, by this time, have accumulated a very large quantity of furs. Nor did we heſitate to believe, that our reception from that chief would be more gracious, as it was now in our power to repleniſh his coffers with ſuch an ineſtimable article as a copper tea-kettle. But this deſign was unfortunately fruſtrated by a very dangerous mutiny again breaking out, which was pregnant with conſequences of the moſt alarming nature. 1788. JULY.

This mutiny was headed by the diſgraced boatſwain, and the beſt men in the ſhip.—They made a deſperate attempt to ſeize the arms and put the firſt officer to death, who was left to take care of the ſhip; as every other perſon in command was on ſhore, in the engagement of his duty, or for the purpoſe of recreation. The time which was choſen for this enterprize was well imagined, as it was in the evening, on their return from the woods, and when, as we firſt obſerved, there was but one officer on board.

Ever ſince the firſt ſymptoms of mutiny appeared off the Philippines, the arms had been removed from the quarter-deck to the cabin; and this precaution ſaved the ſhip: for the officer having fortunately gained the cabin before the mutineers, he placed himſelf at the door with a loaded blunderbuſs, and kept them from advancing, while he called aloud for aſſiſtance. It was a fortunate circumſtance that moſt of the officers were ſitting on the quarter-deck of the new veſſel, which was

1788. JULY. not more than an hundred yards from the ſhip. We therefore inſtantly heard the alarm through the cabin-window, and did not delay an inſtant in getting on board the ſhip.

The firſt ſtep we took was to arm ourſelves:—when, being thus prepared, we turned the crew on deck, as we were determined to face the buſineſs on the inſtant. We well knew that there were many good men in the ſhip; and we reſolved, if poſſible, to ſeparate them from the reſt, before they were prevailed on, by any means, to join in the plot. The crew being now all on deck, it inſtantly appeared who were the ringleaders in the buſineſs, though we had ſome reaſon to apprehend that the mutiny was a matter of general agreement. We then informed them that it was our determination to proceed to extremities; and warned ſuch as were diſpoſed to be obedient, to ſeparate themſelves from the reſt:—When, on preſenting our arms, moſt of the crew came over to us, leaving eight turbulent fellows, headed by the diſcarded boatſwain, who remained deaf to all our perſuaſions to return to their duty.—As we were now very ſuperior in numbers, we hoped to ſettle the matter without ſhedding a drop of blood on the occaſion. We therefore left them the alternative, either to go into irons, or be turned on ſhore among the ſavages. They preferred the latter,—and were immediately landed, with every thing that individually belonged to them.

They were no ſooner gone than good order and diſcipline were reſtored. Inſtructions, however, were ſent to the party on ſhore, not to permit the mutinous people to find a ſhelter at the houſe, or to be admitted to any communication with them. A ſtrict watch was alſo kept on board, as we were not, by any means, without our doubts concerning the diſpoſitions of the reſt of the crew.

We

We were not informed of the whole extent of the plot till the following day, when one of the ſailors came and gave a voluntary account of it. Almoſt all the crew had ſigned a paper, by which they bound themſelves to join in getting poſſeſſion of the ſhip, when they were immediately to quit the coaſt of America, and ſteer their courſe to the Sandwich Iſlands; from whence they propoſed to make the beſt of their way to ſome port where they might diſpoſe of their valuable cargo.—As they had taken care to deſtroy the writing, we could not diſcover what their intentions were with reſpect to the officers,—but the beſt treatment they could have expected, would have been to be left at Nootka. Every individual of the crew, remaining on board, was eager to exculpate himſelf; and they all joined in declaring, that the menaces of the ringleaders alone wrung from them a temporary conſent to join in the mutiny; and the fear of being inſtantly murdered, was the only cauſe of preventing them from giving notice of the plot to the officers of the ſhip. 1788. JULY. Tueſday 29

Had we been acquainted with theſe circumſtances on the preceding evening, in all probability it would not have paſſed without bloodſhed; but our ignorance of them fortunately preſerved us from ſuch a cataſtrophe. The ringleaders were now, at leaſt, removed from any opportunity of doing miſchief, by being clear of the ſhip; for, beſides the attention they would have required, had they been kept in irons,—we could not, even in ſuch a ſituation, have prevented their communication with the other ſeamen; which might have been employed in creating diſcontents, if not in endeavouring to form new plans for effecting their atrocious purpoſes. We determined therefore that they ſhould remain on ſhore, at leaſt till the arrival of the Iphigenia.

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CHAP. XVIII.

Conduct of the Party on Shore reſpecting the Mutiny.—Promiſe made to the Crew to go to the Sandwich Iſlands.—Occupation of the Ship's Company.—The Mutineers go to live with Maquilla and Callicum.—They are ſtripped of their Cloaths, and made to work.—Princeſs Royal ſeen in the Offing.—Prepare for Sea.—Quit King George's Sound a ſecond Time.—Preſents made to Maquilla and Callicum.—Thoſe Chiefs prepare for War.—Arms lent to them.—Strength of Maquilla's Forces.—He departs on his Expedition to the Northward.—Inſtructions given to the Party on Shore.

THIS diſturbance on board the ſhip occaſioned, at firſt, no little uneaſineſs as to the influence it might have on the remaining part of our voyage; but we were not only conſoled, but encouraged in favourable expectations, by the conduct of the party on ſhore, who not only declared their deteſtation and abhorrence of the mutinous deſigns, in the moſt forcible terms, but took every method which their underſtandings could ſuggeſt, to ſatisfy us of their obedient diſpoſition and ſenſe of duty.—They renewed their aſſurances of fidelity to us in the moſt ſolemn manner, and we did not withhold the confidence we believed them to deſerve.

This mutiny ſurpriſed us the more, as no relaxation of duty had taken place ſince our departure from China. The crew had been kept ſtrictly to the various occupations which our circumſtances required, but without that rigour which begets diſcontent; and they moſt certainly did not enjoy the leiſure which idleneſs ſo often appropriates to miſchief. As

to the folly of their deſign, that is not a matter which will juſtify a moment's wonder. It is very fortunate for mankind that wickedneſs ſo often wants judgment: in this caſe, the deſign of running away with the ſhip aroſe from little more than the impatience of their paſſions to get to the Sandwich Iſlands, which we had declared to be a part of our voyage, and where they longed to ſolace themſelves in the enjoyments afforded by thoſe voluptuous abodes.—As to any ſubſequent arrangements, they had probably left them, with all the improvidence of a ſailor's character, to the chance of future determination. 1788. JULY.

Indeed,—nor was it unnatural,—the obedient as well as diſorderly part of the crew, looked with ſome degree of impatience to a period when they ſhould change the deſart ſhores of Nootka, and the nauſeating cuſtoms of its inhabitants, for the genial climate, the luxurious abundance, and the gratifying pleaſures of the Sandwich Iſlands. Nor was our departure from St. George's Sound leſs anxiouſly deſired by many of the crew, from the reflection that cannibals inhabited its ſhores,—and that the fate which had befallen their countrymen at Queenhithe, might, from ſome untoward cauſe or other, happen to them. Indeed, as we have before obſerved, the idea of being eaten by the Americans abſolutely haunted the imaginations and preyed upon the ſpirits of many of our people.—We therefore thought proper to renew our promiſes of going to the Sandwich Iſlands, and the eyes of every one ſparkled at the thought.

The diminution of our ſhip's company, from the preſs of employment on ſhore, and ſeparation of the mutinous ſeamen, prevented us from leaving King George's Sound, to make another voyage to Port Cox, as we had intended. The ſails were therefore unbent, the running-rigging unreefed, and we prepared to give the carpenters every aſſiſt-

ance

1788. July. ance in our power towards finiſhing the veſſel on the ſtocks. For this purpoſe, additional ſaw-pits were dug, and men ſent to be employed in them; new ſupplies of timber were alſo brought from the woods, and an additional party was ſpared from the ſhip to aſſiſt in making cordage, and the other occupations of our little dock-yard. At the ſame time, the neceſſary ſtores were landed for the uſe of the houſe; and as the ſmiths had exhauſted themſelves of iron, their workſhop was repleniſhed with a conſiderable quantity of that eſſential article.

Though at our departure from China we poſſeſſed plenty of ſtores of every kind, their conſumption had been ſo great in the various ſervices which demanded them, that we were, at length, under the neceſſity of reſorting to the produce of the country, and the exertions of our own ingenuity, to ſupply their decreaſing or exhauſted ſtate. All our ſea-coal being expended, we made charcoal with great facility, which the ſmiths preferred to the other. The turpentine, which we got from trees in great abundance, was found to be of great ſervice in paying the planks, to keep them from rending; and, when mixed with oil, of which we could procure any quantity, it proved a very uſeful ſuccedaneum for tar.—The red ochre which the natives employed to paint their faces, we purchaſed from them:—In ſhort, there were very few, if any articles, to be procured at Nootka, which we did not contrive to turn to very good account, and which we purpoſely purchaſed, to preſerve the communication of good offices between us and the people, and to keep alive their activity to ſerve us.

Neceſſity, that mother of invention, taught us, in this remote corner of the globe, to look for aid to thoſe ſources on which we did not deign to caſt an eye, while we poſſeſſed a ſtore of ſuch materials as flow from the ſuperior knowledge of cultivated ſociety: while perſeverance, that all-ſubduing principle of human action, produced for us,

on

on the unfrequented ſhores of America, ſomewhat of the conveniencies, and a ſucceſsful imitation of thoſe arts which may be conſidered as the natural growth of Europe. 1788. JULY.

The mutinous ſeamen immediately built themſelves a large hut, in which they reſided, beneath whoſe leafy roof they had full leiſure to contemplate on their paſt villainy; and, as their different characters might operate, to curſe the ill-fortune that befel, or lament the wicked ſpirit that miſled them. They, indeed, ſuffered ſeverely for their diſobedient conduct, and ſeemed to caſt a wiſhful eye to the floating habitation from which they were baniſhed; for all communication was now ſhut up between them and the houſe, as well as the ſhip;—but we well knew that a very little portion of induſtry would be ſufficient to ſupply them with fiſh; and to enable them to gain a ſupport from the ſea, we purchaſed a canoe, and ſent it to them, as the laſt favour or attention they were to expect from us.

On the day after the mutiny had appeared, Maquilla and Callicum came on board, to prove their friendſhip, by offering ſuch ſervices as the peculiar exigency of our ſituation might require. Till this circumſtance led us to explain the real condition of our ſeamen, the chiefs had conſidered them in the light of ſlaves; and had already complimented us, with ſome mixture of ſurpriſe, on the extraordinary mildneſs of our conduct towards the crime of rebellion in a people of their ſuppoſed condition. Nay Maquilla, from an apparent horror of the offence, and a forward zeal for our ſecurity, had taken ſome of the officers aſide, and ſeriouſly asked permiſſion to collect ſome of his people, and put the mutineers to inſtant death. The requeſt, as may be ſuppoſed, was not only refuſed, but treated with the ſtrongeſt marks of diſpleaſure; and ſo well diſpoſed was Maquilla to put his project in execution, that we were

1788. JULY. obliged to accompany our refuſal with repeated ſigns of abhorrence, in order to prevent it. Callicum, however, acted in the buſineſs with more prudence and underſtanding:—He wiſhed to aſſiſt in puniſhing the offenders by a mode that he knew could not be diſagreeable, and would be ſufficiently mortifying to them. When, therefore, he underſtood that theſe unhappy people were baniſhed from the ſhip, he requeſted our permiſſion to receive them into his houſe; and as we were well aſſured that the beſt hoſpitality even of a Nootkan chief, would be a very ſevere puniſhment to a Britiſh ſailor,—we readily conſented to his propoſition, on his aſſuring us, at the ſame time, that his new gueſts ſhould be ſecure from any perſonal injury whatever.

This buſineſs being arranged, we left the diſcarded people to their new guardians, and turned our thoughts to matters of more immediate importance. On the following day, to our great ſurpriſe, and as we are ready to acknowledge, to our no little ſatisfaction, we ſaw our ſturdy and reſolute mutineers employed in fetching water, and other menial ſervices, in the execution of which, ſlaves alone are employed at Nootka. Nor were they ſuffered to quit the houſe of Callicum on any occaſion whatever, without being attended by natives of the loweſt condition, to whoſe care and command they were entruſted. This compulſory labour muſt have been a very mortifying circumſtance to them; as, rather than employ the canoe we had given them to get fiſh for themſelves, they had been ſo lazy as to part with ſome of their cloathing to purchaſe that article from the natives. The chiefs, however, ſoon took care to ſecure their cloaths to themſelves; and, without being guilty of injuſtice to our friends, we are obliged to attribute their ſeveral propoſals concerning the offenders, though we did not at firſt ſuſpect their motives, to the deſire of getting poſſeſſion of the ſeveral garments that covered them. That object was eaſily obtained; and when theſe unhappy men

had given up their all, they were forced to go to ſea, to aſſiſt in procuring fiſh,—not for themſelves, but for the families of their new maſters. 1788. JULY.

We continued our various operations with the moſt indefatigable induſtry and attention, and nothing material happened till the 6th of Auguſt; when, about noon, a ſail was ſeen in the offing, which we knew to be the Princeſs Royal. She appeared, at firſt, as if ſtanding in for the Sound, but the weather becoming ſoon after thick and hazy, we loſt ſight of her On the arrival of this veſſel on the coaſt, we determined immediately to prepare for ſea, as the preſence of this ſhip would be an additional ſecurity to our party; and, notwithſtanding the diminiſhed ſtate of our crew, we were now reſolved to venture to Port Cox, to poſſeſs ourſelves of the furs which, we had every reaſon to believe, muſt have been collected for us by Wicananiſh: a plan which would have been already executed, if we had not been impeded by the mutinous conduct of our crew. AUGUST. Wedneſday 6

On the 7th, the Princeſs Royal again appeared in the offing, and was again obſcured from our view, by the return of thick, miſty weather. Thurſday 7

On the 8th, we were ready for ſea,—and as we ſaw nothing of the Princeſs Royal, we became very apprehenſive that ſhe might reach the ſhores of Wicananiſh before us, and be able to tempt that chief, by various articles of novelty on board her, to intrude upon the treaty he had made with us. We, therefore, did not delay a moment to ſail from the Sound, with a gentle breeze of wind from the Weſtward, and proceeded to Port Cox. Friday 8

1788. AUGUST. Previous to our departure, we confirmed our friendſhip with Maquilla and Callicum, with the uſual interchange of preſents. Theſe chiefs had been for ſome time preparing for an hoſtile expedition againſt an enemy at a conſiderable diſtance to the Northward, and were now on the point of ſetting forward. Some of the nations in the vicinity of the Northern Archipelago, had, it ſeems, invaded a village about twenty leagues to the Northward of King George's Sound, under the juriſdiction, and which had been left to the particular government of his grandmother.

At this place the enemy had done conſiderable miſchief,—murdering ſome of the people, and carrying others into captivity. On the arrival of a meſſenger at Nootka with the news of theſe hoſtilities, the inhabitants became inſtantly inflamed with a moſt active impatience for revenge; and nothing was thought of amongſt them, but the means of gratifying it.

We embraced this opprotunity of binding the chiefs, if poſſible, unalterably to us, by furniſhing them with ſome fire-arms and ammunition, which would give them a very decided advantage over their enemies. Indeed we felt it to be our intereſt that they ſhould not be diſturbed and interrupted by diſtant wars; and that, if neceſſity ſhould compel them to battle, that they ſhould return victorious. This unexpected acquiſition of force animated them with new vigour; for they had already confeſſed that they were going to attack an enemy who was more powerful, numerous and ſavage than themſelves.

We attempted to inſtill into their minds the humanity of war,—and they had actually promiſed to puniſh the enemies they ſhould take

take in battle with captivity, and not, as had been their general practice, with death. But it could not be ſuppoſed that the doctrines of our humane policy would be remembered by a ſavage nation burning with revenge, in the moment of battle; and we are ſorry to add, that this expedition ended in a moſt ſhocking ſcene of blood and maſſacre. 1788. AUGUST.

The power that Maquilla carried with him on this occaſion, was of a formidable nature. His war canoes contained each thirty young, athletic men, and there were twenty of theſe veſſels, which had been drawn from the different villages under the ſubjection of Maquilla.—Comekela had the command of two boats:—They moved off from the ſhore in ſolemn order, ſinging their ſong of war. The chiefs were cloathed in ſea-otter ſkins; and the whole army had their faces and bodies painted with red ochre, and ſprinkled with a ſhining ſand, which, particularly when the ſun ſhone on them, produced a fierce and terrible appearance. While the women encouraged the warriors, in the patriotic language of the Spartan dames,—to return victorious, or to return no more.

The battles, or rather the attacks of theſe ſavage tribes, are we believe inconceivably furious, and attended with the moſt ſhocking actions of barbarous ferocity. They do not carry on hoſtilities by regular conflicts; but their revenge is gratified, their ſanguinary appetites quenched, or their laurels obtained by the operations of ſudden enterprize and active ſtratagem.

The inſtructions we left with our party on ſhore were ſuch as the circumſtances of the caſe required. They were requeſted to maintain, and if poſſible to augment their former vigilance; particularly if any

1788. AUGUST. ſtrangers ſhould arrive in the Sound. And if it ſhould happen that our friends were vanquiſhed, and purſued to Nootka, that they ſhould take a decided and active part in their ſupport. They were alſo deſired not to let their humanity operate to the renewal of any communication with the baniſhed ſeamen,—but to leave them to the lamented hardſhips of their condition, and the painful ſtruggles of their repentance.

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CHAP. XIX.

Set ſail for Port Cox.—Meet the Princeſs Royal.—Reciprocal good Offices.—Anchor in Port Cox.—Princeſs Royal anchors in Port Hanna.—Wicananiſh removed to Clioquatt.—Long-boat ſent there at two different Times, with Preſents, &c.—Deſcription of Clioquatt.—Occupations of the Natives.—Briſk Trade with them.—The Long-boat ſent a third Time to Wicananiſh, on taking leave.—Meſſage from that Chief, who afterwards arrives on board.—His Son propoſes to embark with us, which we decline.—Put to Sea, and Anchor again in King George's Sound.—The Arrival of the IPHIGENIA.*—Tianna's affectionate Behaviour, &c.—Arrival of Maquilla and Callicum, and an Account of their Expedition.—Tianna's Abhorrence of American Manners.—People of America, Cannibals.—The Inhabitants of the Sandwich Iſlands reſcued from that Aſperſion.*

WE had but juſt cleared the mouth of the Sound, when a thick fog aroſe, which obliged us to heave to.—In the evening, however, it cleared away, when we ſaw the Princeſs Royal within two or three miles of us, to the windward; and, on perceiving us, ſhe fired a gun to leeward and hoiſted her enſign. We returned the ſignal, and ſhe immediately bore up and ſpoke to us.

I inſtantly ordered out the boat, and went on board the Princeſs Royal. I had no perſonal knowledge of Captain Duncan, who commanded

1788. August. manded her;—but I had received full information in China of the object and extent of her voyage; and I now felt the moſt anxious deſire to offer any ſervice to him and his little crew which he might want, or it might be in my power to afford.—Far from feeling the moſt diſtant impulſe of any miſerable conſideration, ariſing from a competition of intereſts, I profeſs myſelf to have been animated by no other deſires but thoſe which aroſe from my duty, as a man and an Engliſhman. The Princeſs Royal was not quite fifty tons burthen, and manned by fifteen men; and when it is known that ſhe had doubled Cape Horn, and navigated the great Northern and Southern Pacific Oceans, ſome idea may be formed of the diſtreſſes her people muſt have ſuffered, as well as of the ability and indefatigable ſpirit of the commander. Indeed there is every reaſon to believe that this little veſſel accompliſhed more for the benefit of her owners, than any ſhip that ever ſailed to the North Weſtern Coaſt of America.

Captain Duncan received me, with the whole of his crew, upon deck,—whom I could not but regard, as he conducted me to his cabin, with an eye of applauſive aſtoniſhment. The firſt queſtion which Captain Duncan aſked me was, concerning the fate of the ſhip Nootka, about which he expreſſed an extreme anxiety. He had heard of the various misfortunes that had befell her, and was expreſſing his doubts as to the poſſibility of her reaching China,—when I at once calmed his friendly apprehenſions, by aſſuring him I myſelf commanded the Nootka in that diſtreſsful voyage which had excited his compaſſion; and that he beheld me engaged, at this moment, in an amicable conteſt with him for the favours of fortune. His aſtoniſhment almoſt ſuperſeded his belief on the occaſion; and, knowing what I had ſuffered in my former voyage, he could ſcarce conceive it to be within the reach of poſſibility, that I ſhould be already re-embarked in an adventure on the American Coaſt.

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The Princeſs Royal had been out near twenty months from England, and was in want of many articles, without which it is aſtoniſhing ſhe could have continued her voyage.—Though haraſſed with fatiguing duty, and in a climate and ſeaſon where the ſeverity of the weather required the aid of invigorating cordials, their ſtock of liquors had long been exhauſted. We were extremely happy in being able to ſupply them with a ſmall quantity; when Captain Duncan, in return, made us an unreſerved offer of any thing his little veſſel afforded *. 1788. AUGUST.

Deſtined as we were to be employed on a remote and unfrequented coaſt, and liable to all the hardſhips and inclemencies of ſuch a ſituation, we felt an equal ſympathy for our common allotment, and a mutual inclination to relieve, as far our power extended, the mutual inconveniencies of it.

We now ſeparated, when the Princeſs Royal purſued her courſe to the South South Eaſt, and we continued along ſhore.—She had nearly brought her voyage to a concluſion, and was proceeding to the Sandwich Iſlands, to take in refreſhments, in order to return to China with her valuable cargoe of furs.

About nine o'clock in the evening the wind veered to the Eaſt by South, which was immediately againſt us, and obliged us to tack and ſtand to ſea.

* On enquiring of Captain Duncan concerning his diſtreſſed condition, he told me that he had met Captain Dixon, in the Queen Charlotte; and though that ſhip was on her return to China, and abundantly ſtocked with every thing; and even though ſhe belonged to the ſame owners with the Princeſs Royal, the provident commander thought it much better to carry all his ſtores back to China, than to ſpare any of them to the latter veſſel, though they would have been ſo great an alleviation to the hardſhips of her voyage.

1788. AUGUST. Sunday 10 — It was the morning of the 10th before we got down a-breaſt of Port Cox, when we found the Princeſs Royal had a few hours before arrived in a ſmall bar harbour, where our friend Hanna, the chief, reſided.—Captain Duncan ſent his boat off to us, as we paſſed, to know if he ſhould pilot us into the harbour; but as our intention was to enter Port Cox, we contented ourſelves with thanking him for his kind attentions. His boat, however, accompanied us till we anchored in the inner port, about five o'clock in the evening, when ſhe quitted us to return to her ſhip; paſſing through the channels between the iſlands and the main, the diſtance being about fifteen miles.

The late Eaſterly winds had obliged the Princeſs Royal to ſhelter herſelf here, as well as to procure ſome wood and water, previous to her quitting the American coaſt.

On our arrival in Port Cox, we found that Wicananiſh had already removed to his winter quarters, which were up the harbour, and at the diſtance of between thirty and forty miles from the ſhip.

Monday 11 — On the 11th, the long-boat was diſpatched to the chief, with preſents; and in the evening ſhe returned, having met him at a ſmall ſummer village, which was ſituated about twenty miles from the ſhip. He received the party with every mark of the moſt diſtinguiſhing regard; and, in return for our preſent, ſent on board forty otter ſkins, of the moſt valuable ſpecies; and was pleaſed to make known his further wiſh, that the boat might be hereafter ſent to his winter's reſidence, whither he was then going.

Tueſday 12 — On the 12th, though the weather was but indifferent, the long-boat was nevertheleſs diſpatched to Wicananiſh with a variety of articles for trade,

trade, and ſome flattering preſents, amongſt which the copper tea-kettle which had already been mentioned to him, was not forgotten, and whoſe arrival was eagerly expected by the whole family of the chief. 1788. AUGUST.

The long-boat did not return till the 14th, when the officer gave us the following account of his little voyage. Thurſday 14

On the morning of the 13th he arrived at Clioquatt, the winter reſidence of Wicananiſh, which conſiſted, like the other towns, of ſuch houſes as we have already deſcribed, but more commodiouſly conſtructed, poſſeſſing a greater ſhare of their rude magnificence than any which we had yet ſeen.—It was very large and populous; and the dwelling of the chief much more capacious than that which he occupied in the village near the ſea, when we firſt viſited his territories. The inhabitants were, at this time, buſily employed in packing up fiſh in mats,—ſecuring the roes of them in bladders,—cutting whales into ſlices, and melting down blubber into oil, which they poured into ſeal-ſkins.—All this mighty preparation was the provident ſpirit of catering for the winter:—and the incredible quantities of theſe various proviſions which our people ſaw collected, promiſed, at leaſt, that famine would not be an evil of the approaching ſeaſon.

On theſe ſhores the winter is the happy portion of the year which is appropriated to luxury and eaſe; nor are they then ever arouſed into action, but to take ſome of thoſe enormous whales, which, at that ſeaſon, frequent their ſeas, in order to feaſt any of the neighbouring chiefs who may come to viſit them.

Wicananiſh received all our preſents with expreſſions of extreme ſatisfaction; but the kettle was honoured with his peculiar attention, and borne away by him with an air of triumph, to be placed among his

1788. AUGUST. treaſures; and with repeated declarations, that no conſideration whatever ſhould again induce him to yield up ſuch a valuable depoſit. Twelve braſs-hilted ſwords compoſed a part of our offering, which were favoured with the moſt grateful admiration; and a great variety of articles had been purpoſely manufactured to ſuit the fancy of the women, who vied with each other in their cordial attentions to our people. A more briſk trade was then carried on with the inhabitants than we had hitherto experienced; a conſiderable quantity of furs were obtained, and the boat returned well freighted with the produce of the voyage, and her people perfectly ſatisfied with their reception from Wicananiſh.

Though we had every reaſon to be contented with our commercial ſucceſs, we determined to ſend another embaſſy, which, if it did not produce any immediate advantage, might leave thoſe impreſſions that would eſtabliſh a rooted intereſt in our favour with the chief and his people.

Monday 18 The long-boat was therefore, on the 18th, diſpatched to the town, to take our farewell meſſage, and, which was of more conſequence, our farewel preſent to Wicananiſh. Indeed we propoſed, on this occaſion, to prove the diſintereſtedneſs of our friendſhip, by ſelecting ſuch a variety of articles as would ſuit even the moſt varying fancy of this fickle people.—To theſe were alſo added ſeveral coats, profuſely trimmed with buttons, and the head of a large copper ſtill. This ſumptuous preſent was ordered to be made on our part with a ſtrict prohibition not to receive any thing in return.

The boat returned on the evening of the 19th, having punctually executed our orders; and having brought a meſſage from the chief, that he propoſed to viſit the ſhip the next day; and therefore deſired us to defer our departure for the purpoſe of receiving him.

On

On the 20th, we were accordingly viſited by Wicananiſh, attended by his brother, his two ſons, three of his wives, and a great number of people from the town, who attended their chief, in order to gain another opportunity of trading with us; and no ſmall quantity of furs were, at this time, procured from them. The chief, however, preſented us with ſeveral ſea otter ſkins of the moſt valuable kind; and, though there was every reaſon to believe that he intended to rival us in generoſity, by refuſing to receive any return, he could not bring himſelf to ſend back a couple of muſkets and a quantity of ammunition; which were too tempting to be reſiſted by the delicacy of his ſentiments, and might prove too uſeful in defending himſelf againſt his powerful neighbour, Tatootche, not to be received with the moſt grateful ſatisfaction. He enquired, in the moſt affectionate manner, how many moons would paſs away before our return; and ſolicited us, in the ſtrongeſt manner, to prefer his port and harbour to every other. 1788. AUGUST. Wedneſday 20

One of his ſons, a young man of about nineteen years of age, expreſſed a very earneſt deſire to depart with us; but this offer we thought it prudent to decline, from a recollection of the anxiety we had ſuffered on a former occaſion, by receiving even the amiable Tianna to our care and protection. This youth was the moſt pleaſing, in his figure and appearance, of any perſon we had ſeen on the American coaſt. He not only appeared to be very quick and ſagacious, but to poſſeſs an amiable and docile diſpoſition; and we do not doubt, had he viſited China, but that he would have returned with far different qualifications than Comekela, to improve and adorn his country.

Wicananiſh and his people left us with every token of ſincere regret, and repeated entreaties that we would ſoon return. Having bid theſe generous people farewell, we put to ſea in the evening of the 20th; and, without

1788. AUGUST. without any material occurrence, anchored ſafe on the 24th, in our old ſituation in King George's Sound. Our abſence had now occupied ſo ſhort a ſpace of time, that we felt nothing of that anxiety for our party at Nootka which we had experienced on our former ſeparation.* We found them all well, and the veſſel conſiderably advanced. The carpenters had nearly planked her up, and her ſituation was ſuch, that we propoſed launching her on the 20th of September.

The exiled crew remained in the ſame unpleaſant ſituation in which we had left them. Grief, pain and remorſe had, we believe, been their conſtant companions, ſince they were baniſhed from the ſhip;—at leaſt their appearance was ſuch as to juſtify us in forming ſuch an opinion: and when the Felice entered Friendly Cove, we obſerved, as they viewed her from the beach, that the ſight of her ſeemed, in ſome degree, to enliven their dejected countenances.

The time now approached when we had every reaſon to expect the Iphigenia, according to the inſtructions given her at our ſeparation.—We began to feel that anxiety for her fate, which we, who knew the dangers ſhe had to encounter, muſt naturally feel, when day after day paſſed on, and we ſaw no appearance of her. Our anxious eyes were continually wandering over the ſea that waſhed the American Coaſt, in ſearch of thoſe ſails which might mark the approach of our friends; but for ſome time nothing was ſeen but a vaſt expanſe of water, unenlivened by any object but, now and then, the ſolitary canoe of a Nootka fiſherman. Thus alternately governed by hope and fear, by the expectation of ſoon ſeeing our companions again, and the apprehenſions of never ſeeing them more, we paſſed the buſy part of our time; and, when our occupations were over, we uſed, in the evening, to walk on the ſhore,

at

at the back of Friendly Cove, and interchange thoſe reflections which had occurred in ſilence, during the labours and employment of the day. 1788. AUGUST.

In our evening walk on the 26th, while we were communicating our thoughts, and repeating our vaticinations concerning the Iphigenia, to our infinite joy a ſail was ſeen in the offing, which we were willing to conclude could be no other than that which we expected; and, indeed, ſo it proved; for, on the 27th in the morning, ſhe anchored in Friendly Cove. Wedneſday 27

Such a meeting as this, obtained, as it deſerved, a general celebration; and orders were accordingly given that all work of every kind ſhould be ſuſpended; that it might be a day of reſt to the body, as well as of joy to the mind.—In ſhort our little jubilee, on a diſtant and dreary coaſt, was paſſed with a degree of ſatisfaction and delight which the ſplendid feſtivities of poliſhed nations have not always known. The relation of dangers that were paſt,—the pleaſing renewals of private friendſhip,—the ſucceſs which had attended our hazardous expeditions,—and the fair proſpect that we ſhould return home to enjoy the fruits of them, formed the ſubjects of our eager diſcourſe; while the happy hours were enlivened by convivial mirth and ſocial pleaſure.

It was, as may be well conceived, a great addition to our happineſs, that the crew of the Iphigenia were entirely recovered from the diſorder which threatened them, at the time of our ſeparation, and now joined us in full health and vigour. The joy of Tianna at the ſight of thoſe friends whom he had left with ſuch poignant marks of regret, was of a nature to delight all who beheld the warm effuſions of his grateful mind, but cannot be conveyed to thoſe who did not behold it by any language of mine. Nor were we inſenſible to the pleaſure of ſeeing him

1788. AUGUST. reſtored to us, ſo entirely recovered from a diſorder which had filled us with apprehenſion that we ſhould never ſee him again. Indeed, from the general change in his looks, and ſtill wearing his fur cap and other warm cloathing, with which he had clad himſelf, during the cold ſeaſon, while the Iphigenia was in Prince William's Sound and Cook's River,—we did not immediately recognize the chief; but the violence of his joy ſoon diſcovered him to us; and though it might be more expreſſive, it was not more ſincere than our own. Indeed, ſuch had ever been the conciliating power of his manners, that there was not a ſeaman in either ſhip, that did not love Tianna as himſelf.

We had ſuppoſed that his ſatisfaction on ſeeing us once again, was compleat; but we found it ſtill capable of increaſe;—for when he was informed that we propoſed, in a very ſhort time, to proceed to the Sandwich Iſlands,—his expreſſions of delight knew no bounds;—they were wild, fantaſtic and exceſſive; and it was ſome time before they ſunk into that ſtate of moderation which qualified him to receive any freſh impreſſions of pleaſure. The new veſſel was reſerved for that purpoſe; and when it was pointed out, and he was made acquainted with its object, he regarded it with ſuch a firm and fixed attention, as if his eyes would have darted from their ſockets to the veſſel: and till ſhe was launched, he continued the conſtant companion of the carpenters, examining their operations and obſerving their progreſs. We encouraged this diſpoſition; and it is ſcarcely to be credited how much of a carpenter's profeſſion he learned during the ſhort time we remained at King George's Sound.

On the 27th, while we were viſiting the village, Maquilla and Callicum returned from their war expedition; and, on entering the Sound, the little army gave the ſhout of victory. They certainly had obtained ſome advantages,

vantages, as they brought home in their canoes ſeveral baſkets, which they would not open in our preſence, and were ſuſpected by us, as it afterwards proved, by the confeſſion of Callicum, to contain the heads of enemies whom they had ſlain in battle, to the amount of thirty; but this victory was not purchaſed without ſome loſs on the ſide of the powers of Nootka. 1788. AUGUST.

The chiefs now returned the arms they had received from us, but the ammunition was entirely expended:—we perceived, indeed, that the muſkets had been fired ſeveral times; and Callicum aſſured us that they had taken ample vengeance for the hoſtilities exerciſed againſt them; and had, beſides, made a great booty of ſea-otter ſkins, in which they were all arrayed.

The Sandwich Iſland Chief did not, as we firſt expected, diſcover any ſurpriſe at the ſight of Maquilla and his army; but the frequent communication of the Iphigenia with the natives along the coaſt, from Cook's River to King George's Sound, had rendered them and their manners no longer an object of novelty, as they had never been an object of conſideration in the eyes of Tianna. Indeed, when he, with his fine coloſſal figure, ſtood by Maquilla, who was rather of a low ſtature, the difference was ſuch, as not only to ſtrike every beholder, but even to affect themſelves with the different ſenſations of an exulting or a wounded pride, which would prevent any very cordial affection from taking place between them. Tianna and Comekela were old acquaintance, but by no means intimate friends, as the former held the latter in a very low degree of eſtimation; and, accordingly, we did not obſerve any very cordial appearance of joy at their preſent meeting. As Comekela had been at the Sandwich Iſlands, on his firſt leaving America, the ſhip having ſtopped there for refreſhments, he was qualified to give Maquilla an account not only of Tianna,

1788. AUGUST. but the country from whence he came, and he did it probably to the diſadvantage of both. At all events, Tianna held the cuſtoms of Nootka in deteſtation; and could not bear the idea of their cannibal appetites, without expreſſing the moſt violent ſenſations of diſguſt and abhorrence.

Indeed, there was no compariſon to be made between the inhabitants and cuſtoms of the Sandwich Iſlands and thoſe among whom we now reſided, or of any part of the continent of America.—The former are their ſuperiors in every thing that regards what we ſhould call the comforts of life, and their approach to civilization. They attend to a circumſtance which particularly diſtinguiſhes poliſhed from ſavage life, and that is cleanlineſs:—they are not only clean to an extreme in their food, but alſo in their perſons and houſes the ſame happy diſpoſition prevails:—while the North Weſtern Americans are naſty to a degree that rivals the moſt filthy brutes, and, of courſe, prohibits any deſcription from us. Indeed, the very diſguſting nature of their food is not diminiſhed by the manner in which it is eaten, or rather devoured.—Beſides, their being cannibals, if no other circumſtance of inferiority could be produced, throws them to a vaſt diſtance from the rank which is held in the ſcale of human being by the countrymen of Tianna: nor ſhould we paſs over in this place the frequent and ſolemn declarations of this chief, that the natives of the Sandwich Iſlands poſſeſs the moſt abhorrent ſentiments of cannibal nature; and though they may immolate human beings on the altars of their deity, they have not the leaſt idea of making ſuch a ſacrifice to their own appetites. Indeed, we truſt it will not prove a vain hope, that theſe amiable people may ſoon be taught to abandon even their religious inhumanity; and that near half a million of human beings, inhabiting the Sandwich Iſlands, may one day be ranked among the civilized ſubjects of the Britiſh empire.

CHAP.

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CHAP. XX.

The Crew of the Iphigenia employed on the new Veſſel.—Arrangements made relative to the Ships.—Inhabitants prepare to retire to their Winter Quarters.—Diſpoſitions relative to the exiled Part of the Crew, who are again received on board, on certain Conditions.—Maquilla and Callicum pay us a Viſit previous to their Departure.—Preſents made to theſe Chiefs.—The Sagacity of the latter.—Ungrateful Behaviour of Comekela.—A Sail ſeen in the Offing.—Boat ſent out to aſſiſt her.—The Waſhington enters the Sound.—Some Account of her Voyage, &c.—The new Veſſel named and launched.—A Crew appointed to her.—Orders delivered to the Iphigenia.—Tianna embarks on board her.—Eſcape of the degraded Boatſwain;—Aſſiſted by the Maſter of the Waſhington.—Quit King George's Sound, and proceed to the Sandwich Iſlands,

THE arrival of the Iphigenia not only infuſed into our minds new life and ſpirits, but enabled us to proceed in our different operations with redoubled vigour. We now formed a very ſtrong party; and, therefore, had no doubt of being able to launch the veſſel by the time we propoſed.

The voyage of the Iphigenia had alſo afforded us additional and very promiſing expectations of rendering the North Weſt Coaſt of America a very important commercial ſtation. She had very completely coaſted the American ſhore, from Cook's River to King George's Sound, and

1788. August. had brought us the moſt indubitable proofs of the exiſtence of the Great Northern Archipelago:—But this new, important, and very intereſting object has already, we truſt, ſatisfied the attention of our readers, in one of the introductory Memoirs prefixed to this volume.

The artificers of the Iphigenia were immediately employed to aſſiſt thoſe of the Felice in forwarding the completion of the veſſel. Indeed, they rather felt a jealouſy on ſeeing the works we had formed; which acted as a ſtimulative to take an active ſhare in the honour of them: ſo that the buſineſs of our temporary dock promiſed a very ſpeedy completion. Nor were the ſeamen idle: ſome were added to the rope-makers, and others ſtrengthened the party appointed to cut down ſpars for preſent uſe; and, in particular, to procure a new fore-maſt for the Felice, who, as we have related, had ſprung her's, very ſoon after our departure from Samboingan.

The ſeaſon for retiring from the American coaſt was now approaching; and we had ſufficient buſineſs on our hands to fill up the interval. Not only the new veſſel was to be launched, manned, and equipped for a voyage of near fifteen hundred leagues, but the two ſhips were alſo to be prepared for ſea; and when our ſituation, as well as the nature of our reſources are conſidered, we muſt be allowed to have had no ſmall difficulties to encounter; and that, from having conquered them, we have ſome claim, at leaſt, to the praiſe that is due to unremitting induſtry, and reſolute perſeverance.

A new ſuit of ſails was ſoon completed for the veſſel on the ſtocks, which, as ſhe was to be rigged as a ſchooner, was the more readily accompliſhed;

compliſhed; but, independent of her ſtorm-ſails, this was all we could do for her in that branch of rigging. 1788. AUGUST.

Being, however, thus far, and thus happily advanced in our ſeveral preparations for our approaching voyages, it became a matter of immediate conſideration to form the neceſſary arrangements of the two ſhips, not only for the preſent ſeaſon, but alſo for the enſuing year. A very valuable cargo of furs had been collected, which it was our intereſt to tranſport to market with all poſſible diſpatch;—it was, therefore, determined that the Felice, as ſoon as the new veſſel was launched, ſhould directly proceed to China; and that the Iphigenia, with the ſchooner, ſhould remain to proſecute the general objects of our commerce.

This arrangement being ſettled, every exertion was immediately made to prepare the Felice for ſea. For this purpoſe the ſail-makers began upon her rigging, and the caulkers applied themſelves to her upper-works, which, as well as her bends, were very leaky. As it was more than probable that we ſhould enter the China ſeas at a very tempeſtuous ſeaſon of the year, we were very attentive to the making every neceſſary proviſion for that, as we did for every other poſſible exigency of the voyage. In ſhort, we followed up this buſineſs with ſuch unremitting and active induſtry, that by the 4th of September the ſhip was ready for ſea, having got her head fore-maſt in, and being completely ſtored with wood and water. SEPTEMBER. Thurſday 4

The natives now began to make preparations for retiring from their preſent ſituation into the more interior part of the Sound; and we daily ſaw ſome of their embarkations, which we have deſcribed in a former chapter. On the 7th, Maquilla and Callicum paid us a viſit, to notify in form, that, in a few days, they, with all their people, ſhould remove Sunday 7

1788. SEPTEMBER. to the winter reſidence, which was near 30 miles from the ſhip, and as many from the ſea.

On receiving this information, we thought it incumbent on us to form ſome diſpoſitions concerning the exiled crew. Their ſufferings applied themſelves very forcibly to our pity; and the humility of their ſolicitations, with their imploring promiſes of future fidelity and good behaviour, were not without their effect. But it required all the reflection we could beſtow on the ſubject, to form a right judgment how to act in a criſis where individual feeling, and profeſſional duty had much to ſettle, before a final deciſion could be made. The leaving theſe unhappy people behind, might have been conſidered as cruelty to them; and the receiving men on board, the return of whoſe daring and mutinous ſpirit would, to ſay no worſe, impede, if not wholly interrupt the voyage,—might turn out cruelty to ourſelves.

They had, it is true, ſuffered very ſeverely for their paſt miſconduct; and when they were ſummoned to hear our final determination concerning them, their pale countenances and dejected looks, accompanied by the moſt abject declarations of repentance, diſarmed us, at once, of all our reſentment; and they were received into the ſhip on conſenting to forfeit the wages already due to them for nine months ſervice, and that their future pay ſhould be proportioned to their future good behaviour. To theſe conditions they joy fully ſubmitted, and once more joined their comrades, after an interval, in which they had known nothing but mortification and diſtreſs. The power which was exerciſed in depriving theſe men of the wages due to them previous to their villainous attempt to ſeize the ſhip, was founded in ſtrict juſtice: for, without conſidering the wickedneſs of their deſign, and the fatal conſequences which would have attended the completion of it, their having

prevented the ſhip from putting to ſea, for the benefit of their employers, by which interruption a conſiderable loſs was ſuſtained, was alone ſufficient to juſtify an act, which would make them ſharers in the loſs that they had occaſioned. 1788. SEPTEMBER.

On our arrival at China, however, the whole of the wages which they had forfeited, was beſtowed upon them by the commiſerating generoſity of the owners.

We could not, after all, exerciſe too much precaution in again receiving theſe dangerous people amongſt us. We indulged our diſpoſitions to lenity with an apprehenſive ſatisfaction; and, in order to leſſen the poſſibility of miſchief, we diſtributed them among the two crews, which leſſened, at leaſt, the power of communication with each other. The boatſwain, whoſe conduct had been marked with previous diſobedience, and who was the ringleader of the mutiny, was excepted from the general amneſty. It was thought to be neceſſary, at all events, to make him an example; more particularly as we now diſcovered that he had added theft to his other offences. He was accordingly put under confinement in the houſe on ſhore.

Thus was this very diſagreeable buſineſs finally ſettled: but had we been leſs fortunate in the firſt diſcovery of the mutiny;—in ſhort, had we been at ſuch a diſtance from the ſhip, as not to have heard the firſt alarm on the occaſion, the conſequences would certainly have been deſtructive of the voyage, and might have proved fatal to ourſelves.

Maquilla and Callicum now came to take their farewell of us, as they were going to depart for the place of their winter reſidence, and delivered themſelves on the occaſion in the warmeſt language, and with the moſt

1788. SEPT. moſt expreſſive looks of friendſhip. They knew that we were ſhortly to quit their coaſt, and expreſſed very affectionate wiſhes for our return. Maquilla entreated us again and again, whenever we propoſed to get the little mamatlee or ſhip into the water, to ſend to him, and he would come down with all his people to give us the neceſſary aſſiſtance. They had, indeed, been conſtantly anticipating the difficulty that would attend us, as they expreſſed themſelves, in puſhing the veſſel into the water, whenever ſhe ſhould be compleated. Theſe chiefs had paid a very regular attention to the progreſs of her conſtruction, from the very beginning, to her preſent ſtate of approaching completion; but without diſcovering any thing like the intelligence which grew up, as it were, and daily unfolded itſelf in the mind of Tianna.

Whatever opinion, therefore, we had formed of the capacity of theſe chiefs for the ſentiments of friendſhip, we thought it prudent, with a view to our future intereſts, as preſents had firſt obtained it, to ſecure the continuance of it, if poſſible, by the ſame prevailing influence.—We accordingly preſented Maquilla, with a muſket, a ſmall quantity of ammunition, and a few blankets. Nor did Callicum leave us without receiving equal tokens of our regard.

We made theſe chiefs ſenſible in how many moons we ſhould return to them; and that we ſhould then be accompanied by others of our countrymen, and build more houſes, and endeavour to introduce our manners and mode of living to the practice of our Nootka friends.—This information ſeemed to delight them beyond meaſure; and they not only promiſed us great plenty of furs on our return, but Maquilla thought proper, on the inſtant, to do obedience to us as his lords and ſovereigns. He took off his tiara of feathers, and placed it on my head; he then dreſſed me in his robe of otter ſkins; and, thus arrayed, he made me ſit down

down on one of his chefts filled with human bones, and then placed himſelf on the ground. His example was followed by all the natives preſent, when they ſung one of thoſe plaintive ſongs, which we have already mentioned as producing ſuch a ſolemn and pleaſing effect upon our minds.—Such were the forms by which he intended to acknowledge, in the preſence of his people, our ſuperiority over him.—We now once more took our leave, and returned on board the ſhip, clad in regal attire, and poſſeſſed of ſovereign power.—We had, however, ſcarcely left the chief, when Callicum came running after us to particulariſe his commiſſions, and repeat his adieu.—There was ſomething about this man ſo amiable and affectionate, that I wiſhed to remain with him to the laſt; and I cannot help relating every trifling circumſtance in this final interview.—He enumerated a long liſt of articles, that he deſired us to bring him when we ſhould return; all of which I took down in writing, to his entire ſatisfaction. Shoes, ſtockings, an hat, and other articles of our dreſs, were moſt particularly requeſted by him; and, when I returned him my aſſurance that his wiſhes ſhould be gratified in the moſt ample manner, he immediately departed, after having taking me round the neck, and given me a moſt affectionate embrace.—I felt it then, when I hoped to ſee him again;—and I feel it now—when I too well know I ſhall ſee him no more. 1788. SEPTEMBER.

Poor Callicum had now, as at every former period, made known his wants in a particular manner to me; but I afterwards found that the whole village had, more or leſs, charged the memories of our people, as well officers as ſeamen, with their various commiſſions:—nor did the ladies of Nootka forget to make their claim to our remembrance of them. And here I cannot but mention, with ſome degree of pleaſure, though mingled, I muſt own, with a preponderating ſenſation of pain, that, on our part, all their ſeveral commiſſions were moſt minutely executed. The Argo-

1788 SEPTEMBER. gonaut contained them all; as alſo the ſeveral preſents to Maquilla, Callicum, Wicananiſh, and the other chiefs to the Southward of King George's Sound, known by us, as well as thoſe to the Northward of it, who had been diſcovered by the Iphigenia. The whole of which treaſure had been ſelected and adapted with great care, and the moſt anxious attention to their fancies, as well as their neceſſities, when ſhe was captured by the Spaniards.

It might be conſidered, perhaps, as tending to leſſen the abhorrent idea which every Engliſhman ſhould feel, and of which I, above all others, ſhould be ſenſible, reſpecting the audacious and cruel conduct of the Spaniſh officer, by mentioning the ſubordinate diſappointment I felt, when I reflected that Maquilla and Callicum did not enjoy their harmleſs pride in thoſe dreſſes which had been prepared for them; and that the coffers of Wicananiſh were not filled with thoſe veſſels which had been expreſsly, and at no little trouble, obtained to enrich them. I ſhall therefore paſs over the curious cargo provided for our Nootka friends, of which we and they were robbed by the Spaniſh commander; nor deſcribe the quantity of caſt-off cloaths, that we had collected at China, and loaded with buttons to ſuit their fancy; and of which the Spaniards poſſeſſed themſelves with ſuch an avidity, as if they were in want of this wardrobe, which was deſtined for the ſavages of Nootka, to cloath far greater barbarians.

Comekela, of whom we never entertained a very favourable opinion, and of whoſe deceitful conduct we had ample proof, notwithſtanding our kindneſs to him, while he was at China, during his voyage from thence, and after his return to Nootka, confirmed us in our opinion of his ingratitude, by leaving the Sound, without ſhewing us the leaſt mark of attention or reſpect:—He therefore loſt, as he deſerved, the preſent which

was reſerved for him; and we ſuffered him to depart without any token of remembrance from us. 1788. SEPTEMBER.

We continued our operations, without the intervention of any particular circumſtance, till the 17th of September, when a ſail was ſeen in the offing, which rather ſurprized us; and we were not without our apprehenſions that it was the Princeſs Royal, who had met with ſome accident that obliged her to return. The long-boat was immediately ſent to her aſſiſtance, which, inſtead of the Britiſh veſſel we expected, conveyed into the Sound a ſloop, named the Waſhington, from Boſton in New England, of about one hundred tons burthen. Wedneſday 17

Mr. Grey, the maſter, informed us, that he had ſailed in company with his conſort, the Columbia, a ſhip of three hundred tons, in the month of Auguſt, 1787, being equipped, under the patronage of Congreſs, to examine the Coaſt of America, and to open a fur-trade between New England and this part of the American Continent, in order to provide funds for their China ſhips, to enable them to return home teas and China goods. Theſe veſſels were ſeparated in an heavy gale of wind, in the latitude of 59° South, and had not ſeen each other ſince the period of their ſeparation;—but as King George's Sound was the place of rendezvous appointed for them, the Columbia, if ſhe was ſafe, was every day expected to join her conſort at Nootka.

Mr. Grey informed us that he had put into an harbour on the Coaſt of New Albion, where he got on ſhore, and was in danger of being loſt on the bar: he was alſo attacked by the natives, had one man killed and one of his officers wounded, and thought himſelf fortunate in having been able to make his eſcape. This harbour could only admit veſſels of a very ſmall

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The maſter of the Waſhington was very much ſurprized at ſeeing a veſſel on the ſtocks, as well as on finding any one here before him; for they had little or no notion of any commercial expeditions whatever to this part of America. He appeared, however, to be very ſanguine in the ſuperior advantages which his countrymen from New England might reap from this track of trade; and was big with many mighty projects, in which we underſtood he was protected by the American Congreſs. With theſe circumſtances, however, as we had no immediate concern, we did not even intrude an opinion, but treated Mr. Grey and his ſhip's company with politeneſs and attention.

Saturday 20 On the 20th, at noon, an event, to which we had ſo long looked with anxious expectation, and had been the fruit of ſo much care and labour, was ripe for accompliſhment.—The veſſel was then waiting to quit the ſtocks; and to give all due honour to ſuch an important ſcene, we adopted, as far as was in our power, the ceremony of other dock-yards.—As ſoon as the tide was at its proper height, the Engliſh enſign was diſplayed on ſhore at the houſe, and on board the new veſſel, which, at the proper moment, was named the North Weſt America, as being the firſt bottom ever built and launched in this part of the globe.

It was a moment of much expectation.—The circumſtances of our ſituation made us look to it with more than common hope.—Maquilla, Callicum, and a large body of their people, who had received information of the launch, were come to behold it. The Chineſe carpenters did not very well conceive the laſt operation of a buſineſs in which they themſelves had been ſo much and ſo materially concerned. Nor ſhall we forget

C. Metz. del.

R. Pollard, sculp.

The Launch of the North West America at Nootka Sound.

Being the first Veſsel that was ever built in that part of the Globe.

Publiſhed Aug. 26. 1790. by J. Walter & Son No. 169. Piccadilly.

forget to mention the Chief of the Sandwich Iſlands, whoſe every power was abſorbed in the buſineſs that approached, and who had determined to be on board the veſſel when ſhe glided into the water. The preſence of the Americans ought alſo to be conſidered, when we are deſcribing the attendant ceremonies of this important criſis; which, from the labour that produced it,—the ſcene that ſurrounded it,—the ſpectators that beheld it, and the commercial advantages, as well as civilizing ideas, connected with it, will attach ſome little conſequence to its proceeding, in the mind of the philoſopher, as well as in the view of the politician. 1788. SEPTEMBER.

But our ſuſpenſe was not of long duration;—on the firing of a gun, the veſſel ſtarted from the ways like a ſhot.—Indeed ſhe went off with ſo much velocity, that ſhe had nearly made her way out of the harbour; for the fact was, that not being very much accuſtomed to this buſineſs, we had forgotten to place an anchor and cable on board, to bring her up, which is the uſual practice on theſe occaſions: the boats, however, ſoon towed her to her intended ſtation; and in a ſhort time the North Weſt America was anchored cloſe to the Iphigenia and the Felice.

Tianna, who was on board the veſſel at the time of her being launched, not only ſaw, but may be ſaid to have felt the operation, as if it had been the work of enchantment; and could only expreſs his aſtoniſhment, by capering about, clapping his hands, and exclaiming *Myty*, *Myty*; a word the moſt expreſſive in the language of the Sandwich Iſlands, to convey wonder, approbation, and delight. The Chineſe carpenters were alſo in an almoſt equal degree of aſtoniſhment, as they had never before been witneſſes of ſuch a ſpectacle. Nor were the natives of the Sound, who were preſent at this ceremony, leſs impreſſed by a ſeries of operations, the ſimpleſt of which was far above their comprehenſions. In ſhort,—this buſineſs did not fail to raiſe us ſtill higher in their good opinion,

1788. SEPTEMBER. opinion, and to afford them better and more correct notions than they hitherto poſſeſſed, of the ſuperiority of civilized, over ſavage life.

A commander, officers and crew, were immediately ſelected from the Felice and Iphigenia, to navigate the North Weſt America; and each of the ſhips ſent her proportion of ſtores on ſhore, to equip her for ſea.

And here, I truſt, it will not be conſidered as an impertinent digreſſion, if I expreſs my gratitude to that example of profeſſional rigor and perſeverance, which in my early years were ſet before me, on the oppoſite ſide of this continent, where ability and courage alleviated, in ſome meaſure, the chagrin of unſucceſsful war. The campaigns in Canada owe their only honour to the naval warfare on the lakes of that country; and it was my good fortune, when a youth, to be enured in ſuch a ſchool, to the hardſhips and difficulties of naval life, and to learn there, that temper and perſeverance muſt be added to profeſſional knowledge, in order to ſurmount them.—I am ready to acknowledge that, for the little ſkill I may poſſeſs, as a profeſſional man, as well as the patience I have exerciſed, and the perſeverance which I have exerted, in this or any other voyage, I am indebted to the rigid diſcipline which neceſſarily aroſe from the continual action, hazard and conflict of the ſervice in which I was firſt engaged.—Some little experience has convinced me that dangers and difficulties form the beſt ſchool of maritime education; and he that has been ſo employed as to have ſeen every thing, and ſo circumſtanced as to deſpiſe nothing, cannot fail of rendering ſervice to his country.

On the 24th, the Felice being ready for ſea, the orders, marked N°. V. in the Appendix, were given to Captain Douglas, to direct his future proceedings.—The North Weſt America was added to his command, and

Tianna

Tianna once more embarked on board the Iphigenia, as ſhe was deſtined to carry him to the Sandwich Iſlands. 1788. SEPTEMBER.

This arrangement was preferred after ſome deliberation; for I myſelf felt a ſtrong inclination to reſtore the amiable chief to his country; but as I could not remain more than a few days at the Sandwich Iſlands, and as the Iphigenia was deſtined to winter there, it was thought a more expedient meaſure to ſend him home in her; as it would, in a particular manner attach him to her people, and, of courſe, promote their comfort and ſecurity during the time, which would probably occupy ſeveral months, of their ſtay there. Theſe reaſons were ſufficient for us, on account of the general intereſt of the expedition, to return Tianna to the Iphigenia;—but there were alſo other reaſons for purſuing this meaſure, for his own ſake.

We had been informed by one of the veſſels which returned to China from the Sandwich Iſlands, ſubſequent to us, that Tianna's brother, Taheo, ſovereign of Atooi, was become ſo fearful of the power he might acquire from us, as to meditate his deſtruction; and that, in all probability, ſome ſecret attempt would be made on his arrival to cut him off. It was neceſſary, therefore, for the preſervation of Tianna, that he ſhould be taken back in that veſſel, which, by her long ſtay there, might enſure his ſafety, till the jealous fit of his tyrant brother was paſſed away, and a perfect reconciliation had taken place between them.

We now ſent all the ſtores we could poſſibly ſpare on board the Iphigenia; and, in return, received her cargo of furs. We alſo took on board a conſiderable quantity of fine ſpars, fit for top-maſts, for the Chineſe market, where they are very much wanted, and, of courſe, pro-

1788. SEPTEMBER. proportionably dear. Indeed the woods of this part of America are capable of ſupplying, with theſe valuable materials, all the navies of Europe.

Monday 24 In the evening the officers, &c. of the Iphigenia and the North Weſt America came on board the Felice to bid us farewell. Tianna was not the laſt to ſhew us that mark of his regard;—and indeed, to do juſtice to his amiable diſpoſition and friendly nature, whenever kindneſs could be ſhewn, or generoſity expreſſed, he was among the firſt.—Nor could he ſay adieu to *Noota*, the name univerſally given me, both in America and the Sandwich Iſlands, without a frame almoſt convulſed with agitation, and tears guſhing down his cheeks. — Nor could I, though proceeding to complete my voyage with the faireſt hopes of ſucceſs, take my leave of that worthy man, and the companions of our toilſome enterpriſe, without emotions that required all my reſolution to ſuppreſs.

Neither ſhould I do juſtice to the conduct of thoſe employed in this commercial expedition with me, if I did not mention the alacrity which was diſplayed by the officers of every denomination;—and, indeed, by all the inferior people, to acommodate themſelves to our peculiar circumſtances. It was neceſſary to have ſeveral changes among the crews of both ſhips, in order to give a proper complement of officers and men to the North Weſt America, in which the general intereſt of the expedition was alone conſidered by all;—and I think it my duty to record on this grateful page, the ſenſe I have of, and the advantages their employers received from, their manly and accommodating conduct on the occaſion.

We now hove up the anchor, and, with a ſtrong wind blowing from the North Weſt, the Felice put to ſea.—The crews of the Iphigenia and the North Weſt America gave us three cheers at our departure, which awakened every echo of Friendly Cove. We returned the ſame animating adieu;—and, before it was dark, we had almoſt loſt ſight of Nootka Sound. 1788. SEPTEMBER.

It may not be improper juſt to mention, that the day after the arrival of the American veſſel at Nootka Sound, the diſcarded boatſwain broke from his confinement, and eſcaped, with ſeveral articles he had ſtolen, into the woods, with a view to obtain protection from the Waſhington; in which, as we have ſince been informed, he ſucceeded. For the maſter of that veſſel, with what propriety I ſhall not pretend to obſerve, not only ſent him proviſions to his hiding-place in the woods, but, immediately on the departure of our ſhips, received him on board his veſſel, in which he did duty before the maſt.

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CHAP. XXI.

General Account of the Nations ſeen on the North Weſtern Coaſt of America.—The Four Nations of the Country of Nootka.—Their Situation, Villages, and Population, &c.—Knowledge of the People to the Southward of Queenhithe, in a great Degree conjectural.—Wicananiſh, however, repeats the Names of their Villages.—Some Account of the American Continent, from Cape Saint James to the Southward.—Climates.—Seaſons.—Winds.—Storms.—Harbours, &c.—Navigation, &c.—No conſiderable Rivers in the Diſtrict of Nootka Sound.

WE had now taken our leave of the Coaſt of America; and, while the Felice may be ſuppoſed to be purſuing her voyage to the Sandwich Iſlands, we ſhall fill up the interval of her arrival there, with ſuch an account of the country we have juſt quitted, as we are qualified to make from our own experience, and ſuch obſervations as ſuggeſted themſelves to us while we were acquiring it.

The commercial adventurers to this part of America, who had been led thither for the furs it produced, were not without that laudable and patriot curioſity which has animated others, and indeed operated in ſome of them to add new countries to the chart of the globe;—but, whatever zeal they might poſſeſs, it was not in their power to ſpare an adequate portion

portion of their time from their more important objects of commercial enterprize. 1788. SEPTEMBER.

It is true, that in purſuit of them we fell in with parts of the coaſt that Captain Cook had not viſited, and communicated with people whom he had never ſeen;—but the great object of our voyage continually checked any riſing impulſe to purſue the track of diſcovery; and our particular duty and intereſts forced us back to thoſe parts of the coaſt which were more immediately connected with the purpoſes of mercantile adventure.—Hence it is that our account of this part of the American continent will be confined within narrow limits:—It will, however, we truſt, poſſeſs the merit which accuracy can give it, and aſſiſt thoſe who may hereafter be employed to examine this remote portion of the globe.

The parts of which we have any particular knowledge, extend from the latitude of 45° North to 62° North. The longitude obtained from aſtronomical obſervations, is from 205° Eaſt, to 237° Eaſt of Greenwich. By this longitude we mean the Weſtern boundary of the coaſt to the Northern Pacific ocean.—This country, as it extends towards Hudſon's or Baffin's Bay, is as yet unexplored, and, of courſe, unknown; nor can we form any probable conjecture whether ſuch a ſpace is occupied by land or ſea, as we have already obſerved, in the introductory memoir which treats of the North Weſt Paſſage, &c.

With reſpect to the inhabitants of this extenſive ſhore, we have a knowledge of four different nations, whoſe occupations and manners bear a great ſimilitude to each other.

1788. SEPTEMBER. From every information we could obtain, there is reaſon to believe that the nation which inhabits Nootka Sound, and which extends itſelf both North and South of that port, is very numerous; but does not poſſeſs the ſame fierceneſs of character as their more Northern neighbours.

Maquilla, with whom the reader has already been made rather intimately acquainted, is the ſovereign of this territory; which extends to the Northward, as far as Cape Saint James, in the latitude of 52° 20′ North, and longitude of 228° 30′ Eaſt of Greenwich; and which cape forms the Southern extremity of the great groupe of iſlands that bounds the Northern Archipelago towards the Pacific Ocean; and to the Southward, the dominions of this chief ſtretch away to the Iſlands of Wicananiſh.

There are alſo perſons of conſiderable power, though inferior dignity to the ſovereign chiefs:—In this ſtation of honour were Callicum and Hanapa, who have already been particularly mentioned; and the former of whom has been, we truſt, a pleaſing companion to the reader through many a page of this volume.—Indeed, as we had no opportunity of viſiting the interior parts, at any diſtance from the Sound, we can only communicate ſuch information as we received from this amiable chief, whoſe frank and open diſpoſition was ever obedient to our enquiry; and who, by poſſeſſing an underſtanding ſuperior to the reſt of his countrymen, was qualified to make thoſe communications, on which, as far as they went, we might have an unſuſpecting reliance.

From him we learned that there were ſeveral very populous villages to the Northward, entruſted to the government of the principal female relations of Maquilla and Callicum; ſuch as grandmothers, mothers, aunts, ſiſters, &c.—but the brothers, ſons, and other male relations, were, from political motives, kept near the perſon of the chief himſelf.—

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It may indeed be recollected, that the village ſuddenly invaded by the enemy, and which occaſioned a war expedition from Nootka Sound, has been mentioned in a former chapter as being governed with unlimited ſway by the grandmother of Maquilla. The mother of Callicum enjoyed a ſimilar delegated power over another diſtrict; and ſeveral other villages were aſſigned to the direction of other relations, all of which were ready to join, as occaſion required, for the ſupport of their mutual ſafety, and to yield a ready obedience to the ſummons of the ſovereign chief:—The whole forming a political band of union, not very unlike to the general ſyſtem of government in Europe, at an early period of its civilization, and which is well known under the appellation of the feudal ſyſtem.

The number of inhabitants in King George's Sound amount to between three and four thouſand. Captain Cook eſtimates the village of Nootka to contain about two thouſand inhabitants, and we do not think that it had undergone any change in its population when we were upon the coaſt. But there are two other ſubordinate villages in the Sound, which, between them, appeared to us to contain fifteen hundred people. One of them is ſituated at a conſiderable diſtance up the Sound, in a diſtrict committed to the juriſdiction of Hanapa.

To the Northward of the Sound there are four villages, and to the Southward of it there are an equal number, of which Maquilla is the chief. From the beſt information, each of theſe inhabited ſpots contain, on an average, about eight hundred people; ſo that the whole of Maquilla's ſubjects do not amount to more than ten thouſand people;—a very ſmall number indeed to occupy ſo large a ſpace of country;—but the frequent wars which haraſs theſe little ſtates, and the

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The diſtrict next to King George's Sound to the Southward, is that of Wicananiſh: though he is not conſidered as equal in rank to Maquilla, yet he is entirely free and independent, and by far the moſt potent chief of this quarter. In the ſame diſtrict reſide the chiefs named Detootche and Hanna, on two ſmall iſlands, but who are entirely free and independent. Theſe iſlands are ſituated a little to the Northward of Port Cox, and contain each of them about fifteen hundred people, and we did not underſtand that they had any other dependency.

The general reſidence of Wicananiſh is in Port Cox, where he lives in a ſtate of magnificence much ſuperior to any of his neighbours, and both loved and dreaded by the other chiefs. His ſubjects, as he himſelf informed us, amounted to about thirteen thouſand people, according to the following eſtimation:—

In Port Cox, four thouſand; to the Southward of Port Cox to Port Effingham, and in that Port, two thouſand; and in the other villages which are ſituated as far as the mouth of the Straits of John de Fuca, on the Northern ſide there might be about ſeven thouſand people.—Here the dominions of Wicananiſh end, and thoſe of the next and laſt chief of the Nootka territory begin, whoſe name is Tatootche.

The names of the ſeveral villages belonging to Wicananiſh were given us by himſelf, and are as follow:—Kenoumahaſat, Uth-u-wil-ett, Chaiſſet, Eleſait, Qu-quaet, Lee-cha-ett, Equo-lett, How-ſchuc-ſe-lett, E-lolth-it, and Nitta-natt. Theſe names are taken down in the manner they were pronounced by Wicananiſh; and, indeed, as we paſſed along the

the coaſt, we had communication with ſeveral of them, whoſe inhabitants came off to us at ſea, particularly from Nitta-natt, Eleſoit, and E-lolth-it. Indeed, from the apparent populouſneſs of theſe villages, which we could very well diſtinguiſh, we rather think that the chief, either from modeſty or ignorance, under-rated the population of his country. 1788. SEPTEMBER.

The ſubjects of Wicananiſh are a bold, daring people, extremely athletic, and ſuperior in every reſpect to thoſe of King George's Sound; and, at the ſame time, not ſo ſavage as thoſe of Tatootche, who reſides on the iſland that bears his name, and is ſituated near the South head-land which forms the entrance of the Straits of de Fuca. With theſe people we had very little communication, but from the crowd of inhabitants collected to view the ſhip, and the number of boats filled with people which ſurrounded her, we ſhall not over-rate the number of inhabitants on this iſland, by eſtimating them at five thouſand people.

The diſtrict of this chief extends to Queenhithe; and Wicananiſh informed us that it contained five villages, and about three thouſand inhabitants. We ſaw the large village of Queenuitett, near Queenhithe, and alſo ſeveral other ſmaller ones, as we coaſted along the ſhore.

We could obtain no other knowledge of any villages to the Southward of Queenhithe, but from the further information of Wicananiſh. He indeed repeated the names of ſeveral, which, according to his account, were ſituated a great way to the S uthward, the inhabitants whereof not only ſpoke a different language from the Nootka natives, but who varied alſo in manners and cuſtoms. That this part of his intelligence was correct, we had ſufficient proof, when we were off Shoalwater Bay, as the two natives who then approached the ſhip, ſpoke a language which

1788. SEPTEMBER. ſeemed to have no affinity with that of Nootka, and appeared, in the circumſtances of dreſs and the form of their canoe, to be a ſeparate and diſtinct people from the American nations which we had viſited.

The following names of the villages to the Southward of Queenhithe, were taken down, at the moment, as Wicananiſh pronounced them:— Chanutt, Clanamutt, Chee-mee-ſett, Lo-the-att-ſheeth, Lu-nee-chett, Thee-wich-e-rett, Chee-ſet, Lino-quoit, Nook-my-ge-mat, Amuo-ſkett, Nuiſſet-tuc-fauk, Quoit-ſee-noit, Na-nunc-chett, and Chu-a-na-ſkett.

The knowledge which Wicananiſh poſſeſſed of the names of theſe places, proves very evidently that either he or ſome of his people have had ſome communication with the inhabitants of them. But whether this was a matter of deſign or hazard, of an occaſional trading intercourſe, or the accidental effects of a ſtorm, which has been frequently known to have driven canoes to a great diſtance, and carried the affrighted Indian to the hoſpitality or the deſtruction of a remote coaſt, we cannot pretend to ſay; as it was not always in our power to make ourſelves intelligible to the ſavages, or render them intelligent to ourſelves.

Theſe places are beyond the limits of that part of America compriſed in the four nations, extending from Prince William's Sound to Queen Charlotte's Iſles, and the Northern Archipelago; and from thence to Nootka and Cape Shoalwater; ſo that any hiſtory of the people that inhabit them, muſt be a matter of mere conjecture, and therefore totally improper to interrupt the authentic narrative before us.

Of the inhabitants reſiding up the Straits of de Fuca, we could obtain no information from the people of Nootka; but from the multitude

in

which attacked the long-boat, we had no doubt that they were very numerous. 1788. SEPTEMBER.

The American continent, in almoſt every part, preſents nothing to the eye but immenſe ranges of mountains or impenetrable foreſts.—From Cape Saint James to Queenhithe, which we have conſidered as the diſtrict of Nootka, and inhabited by the ſame nations, this ſcene invariably preſents itſelf, and admits of very little if any variety. In ſome places the country appears to be level on the coaſt, but ſtill the eye ſoon finds itſelf checked by ſteep hills and mountains, covered, as well as every part of the low-land, with thick woods down to the margin of the ſea. The ſummits of the higher mountains, indeed, were compoſed of ſharp prominent ridges of rocks, which are clad in ſnow inſtead of verdure;—and now and then we ſaw a ſpot clear of wood, but it was very rare, and of ſmall extent.

The climate of this country, that is from Cape Saint James to the Southward, is much milder than the Eaſtern coaſt on the oppoſite ſide of America, in the ſame parallel of latitude.

The winter generally ſets in with rain and hard gales from the South Eaſt, in the month of November; but it very ſeldom happens that there is any froſt till January, when it is ſo ſlight as very rarely to prevent the inhabitants from navigating the Sound in their canoes. The ſmall coves and rivulets are generally frozen; but I could not diſcover that any one remembered to have ſeen the Sound covered with ice.

The winter extends only from November to March, when the ground is covered with ſnow, which diſappears from off the lower lands in

1788. SEPTEMBER. April, and vegetation is then found to have made a conſiderable advance. April and May are the ſpring months, and in June the wild fruits are already ripened. To the Northward of King George's Sound the cold encreaſes, and the winters are longer; as to the Southward, it of courſe diminiſhes; and we ſhould ſuppoſe that to the Southward of 45° there muſt be one of the moſt pleaſant climates in the world.

The mercury in the thermometer often ſtood in the middle of ſummer at 70°, particularly in the coves and harbours that were ſheltered from the Northern winds; but we very ſeldom had it lower than 40 in the evenings. Fires, however, were very acceptable both in May and September; but we attributed this circumſtance in a great meaſure to the South Eaſt winds, which were ever attended with rain and raw cold. The North Weſterly winds, on the contrary, blow clear, but are rather cool. The winds which prevail during the ſummer months, are the Weſterly ones, which extend their influence over the Northern Pacific Ocean, to the Northward of 30° North, as the Eaſterly winds blow invariably to the equator from this latitude.

Storms from the Southward are very frequent in the winter months, but there is no reaſon to ſuppoſe that they operate with ſuch a degree of violence as to prevent ſhips from navigating the American coaſt, in any ſeaſon of the year.

There are ſeveral harbours in the diſtrict of Nootka, which are capable of receiving, into perfect ſecurity, ſhipping of the largeſt burthen. King George's Sound is an abſolute collection of harbours and coves, which are ſheltered from the violence of all winds. Port Cox and Port Effingham are of the firſt kind for capaciouſneſs and ſafety; and to the Northward of Nootka to Cape Saint James, we may ſafely conjecture

conjecture that there are ſounds and harbours equal to any which have been already deſcribed. Beſides, this coaſt is by no means difficult to navigate, from its very deep waters and bold ſhores. 1782. SEPTEMBER.

We cannot but conſider it as a remarkable circumſtance, that during the whole length of our coaſting voyage, we did not meet with a ſingle river of any magnitude. The very ſmall ſtreams which emptied themſelves every where into the ſea, were generally ſupplied by rains and ſnow from the mountains. We found alſo very few ſprings; ſo that from theſe and other circumſtances, with ſuch accounts as we could get from the natives, we had been frequently diſpoſed to imagine, that the land which we had conſidered as the American coaſt, was a chain of iſlands, ſeparated by large and capacious channels from the continent*.

* This conjecture will be conſidered in one of the Introductory Memoirs, with ſome account of the voyage of the American ſloop Waſhington, in the autumn of 1789, which was not received till we were thus far advanced in our Narrative.

1788.
SEPTEMBER.

CHAP. XXII.

Account of the Diſtrict of Nootka continued.—Vegetable Productions.—Great Plenty of Wild Fruits.—Eſculent Roots, &c.—Quadrupeds.—Deer.—Foxes.—Martens.—The Ermine.—Squirrel, &c.—Marine Animals.—The Whale, Sword Fiſh, Seals, &c.—Particular Account of the Sea Otter.—Various Kinds of Birds.—Aquatic Fowls.—Fiſh of various Kinds.—Manner of taking ſome of them.—Reptiles.—Inſects.—Minerals.—Conjectures concerning Mines in this Country, &c. &c.

THE vegetable productions of the diſtrict of Nootka, which have come to our knowledge, are not numerous, though we muſt acknowledge that our botanical enquiries were neceſſarily very confined.—We have no doubt but that conſiderable additions might be made from this country to the collected ſtores both of Zoology and Botany; but we wanted ſkill ſufficient to render ourſelves ſerviceable in this pleaſing range of ſcience.——We ſhared the natural lot of all private expeditions equipped for the purpoſes of commercial adventure, in which a knowledge of theſe branches of philoſophy is not an eſſential qualification, and where even every purſuit of ſcience muſt give way to thoſe of mercantile advantage.

Among the trees which compoſe theſe foreſts, we obſerved the black and white ſpruce, with the pine and cypreſs; and a great variety with whoſe form and foliage we were wholly unacquainted; many of which, however, would anſwer every purpoſe of the dock-yard. Timbers cut from ſome of them proved ſo extremely hard, that it was with difficulty they could be worked into ſhape. We particularly remarked that in King George's Sound,

Sound, Port Cox, and Port Effingham, the trees in general grow with great vigour, and are of a ſize ſufficient for maſts of any dimenſions. 1788. SEPTEMBER.

On the rocky iſlands, and in the woods, we found the wild ſtrawberry in great abundance. There were alſo currant trees of the black kind, and gooſeberry buſhes, which ſeemed to bear fruit only in certain parts. There is a ſpecies of raſberry of the moſt delicious flavour, and far ſuperior to any fruit of that kind we had ever before taſted. It grows on a larger buſh than our European raſberry, and is free from thorns; but the fruit itſelf is ſo delicate, that a ſhower of rain waſhes it entirely away. There is alſo a ſmall red fruit, not unlike in ſize, ſhape and taſte, to our currant, which grew on trees of a conſiderable ſize, in the greateſt abundance. It is a favourite food of the natives, and during the months of July and Auguſt, the chief employment was to gather it, and a ſpecies of blackberry, both red and white, but very much ſuperior to our wild fruit of that kind, both in ſize and flavour.

The quantities of berry fruits that the natives brought us, proved their extreme plenty. To us they were a very ſalutary as well as pleaſant addition to our table, and the ſailors ſat down every day to a pudding made of them. We alſo preſerved ſeveral ſmall caſks of the red fruit with ſugar, which laſted ſeveral months, and were very ſerviceable to us at ſea.

Wild leeks grow every where in the greateſt profuſion; and the eſculent roots are in great variety, ſome of which have a taſte ſimilar to the ſea ſpinnage. When, however, they could not be procured, the tops of the young nettle proved an excellent ſuccedaneum. Of theſe the natives are immoderately fond; after having ſtripped the younger plants of a thin coat, they eat them in their raw ſtate.

Towards

1788. SEPTEMBER. Towards the water-ſide we obſerved great quantities of wild wheat, or gooſe-graſs. We every where found in the woods wild roſes and ſweet-briar, which perfumed the air. We ſaw alſo the anthericum that bears the orange-flower, and many other kinds of plants, which our ignorance in the botanic ſcience prevents us from enumerating or attempting to deſcribe. Indeed, the conſtant employment which our commercial concerns required of us, was wholly unfavourable to the reſearches of natural philoſophy; but we have every reaſon to believe that any one of botanical experience, who ſhould viſit this coaſt in the ſummer ſeaſon, would add to the ſtock of his knowledge in this uſeful and delightful ſcience.

The quadrupeds which we had an opportunity of ſeeing, were very few;—they were deer, racoons, martens, ſquirrels and foxes. The deer which we received as preſents from the chiefs were very ſmall, but we have ſeen others in their poſſeſſion of the mooſe kind, extremely large, with branching horns. We believe, however, that the latter were not in great plenty: indeed in all our excurſions we never were ſo ſucceſsful as to bring one home, though we had ſeen and wounded them.

The foxes are very common, and differ much in ſize and colour; ſome are yellow, with a long, ſoft, and very beautiful fur: others are of a dirty red; and a third ſort of a kind of aſh colour.

The marten bears a ſtrong reſemblance to that of Canada, particularly as to ſize and ſhape; but it is not ſo black, nor is its ſkin ſo valuable as thoſe brought from that country. There is alſo another ſpecies of them here, whoſe hair is ſo very coarſe as to be in little or no eſtimation with the natives.

The

The ermine is very ſcarce; and thoſe of this animal which we ſaw, were rather of a yellowiſh colour, and poſſeſſing, in no degree, that beautiful whiteneſs which makes them ſo eſtimable in the countries of Europe. 1783. SEPTEMBER.

Neither racoons or ſquirrels appeared to be in great plenty; the former are tame like thoſe of Eaſtern America, and the latter are ſmaller than our European ſquirrel, but not of ſo bright a colour.

During the time we remained on the coaſt, we ſaw but two beaver ſkins; but they were the richeſt ſpecimens of that fur which we ever remember to have ſeen.

The natives made frequent mention of bears, of which they gave us to underſtand there were great numbers in the foreſts, of a very fierce nature, and with whom they ſometimes had terrible battles; but we were never ſo fortunate as to ſee one of them; and though ſome of our people went out occaſionally a bear hunting, they always returned without the gratification even of having ſeen their game.

Our knowledge did not extend further than to the above animals, though it is more than probable, that there are many other kinds of them who inhabit the foreſts of this country:—Indeed, we ſaw ſkins which ſerved for the dreſs, ornament, or armour of the natives, that muſt have belonged to animals which we had not ſeen. Though theſe might be got in bartering with thoſe tribes who may be ſuppoſed to inhabit the interior parts of the country.

The mountain ſheep, though inhabitants of the Northern part of the coaſt, do not extend themſelves ſo far to the Southward as the diſtrict of Nootka; at leaſt we never ſaw their fleece or their horns,

1788. SEPTEMBER. which are in ſuch univerſal uſe with the Indians of Prince William's Sound and Cook's River.

The ſea coaſts of this country abound with numerous marine animals; ſuch as whales, both of the bone and ſpermaceti kind; thraſhers, grampuſſes, porpoiſes, both black and white, ſeals, ſea-lions, ſea-cows, the river otter, and above all, the ſea-otter.

During the ſummer, when employed in navigating the coaſt, we ſaw great numbers of whales, and were ſometimes witneſſes to dreadful battles between them, the ſword-fiſh and the thraſher, who filled the air with the noiſe of their combats. The natives, in hunting the whale, prefer thoſe ſmall ones with hunches on their backs, as being the moſt eaſy to kill. They purſue alſo the ſea-lion and the ſea-cow for the ſame reaſon. The vaſt number of ſeals which are every where ſeen, render them an eaſy prey to the natives, who conſider them as delicious food. Their ſkins are of a ſilvery colour, ſpotted with black, and covered with a coarſe hair.

The fleſh of the ſea-cow and ſea-lion are eſteemed peculiar delicacies, and are even preferred to the whale; but are very ſcarce to the Southward.—More to the North they are found in great plenty.

The number of theſe animals which are deſtroyed by the natives for food, muſt be very conſiderable: the grampus and porpoiſe ſeem, in ſome degree, to eſcape this general deſtruction, being conſidered as inferior, both in point of uſefulneſs or luxury. But abundant as the whales may be in the vicinity of Nootka, they bear no compariſon to the numbers ſeen on the Northern part of the coaſt: indeed the generality of theſe huge marine animals delight in the frozen climates.

The

The ſea-otter we believe to be an inhabitant of every part of the North Weſtern Coaſt of America, from the latitude of 30° North to 60° North. Their fur is the fineſt in the world; it poſſeſſes a jetty blackneſs, and is of exceeding beauty. The peculiar warmth it affords, renders it a moſt valuable clothing in the colder climates; but conſidered in an ornamental view, it has a rich and magnificent appearance, and, under a certain arrangement, may vie even with the royal ermine. 1788. SEPTEMBER.

The ocean bordering on the American coaſt is not the excluſive habitation of the ſea-otter:—that animal frequents the coaſt of Japan and that of China, particularly in the Yellow Sea, and the neighbourhood of Corea; but we have never heard that they are found farther to the Southward. They, indeed, delight in, as they ſeemed to be formed for, cold climates, and are wonderfully clad to reſiſt the ſeverity of the coldeſt region. There are, however, particular places to which they never fail to reſort in great numbers, as is ſuppoſed, on account of the ſhoals of fiſh which frequent them, and are the food of the otter.

This animal, like the river-otter, is of an amphibious nature; but their peculiar element is the ſea. They are ſometimes ſeen many leagues from land, ſleeping on their backs, on the ſurface of the water, with their young ones reclining on their breaſt. As the cubs are incapable of ſwimming till they are ſeveral months old, the mother muſt have ſome curious method of carrying them out to ſea, and returning them to their hiding places on ſhore, or in the cavities of rocks that project into the ſea: indeed, they are known to ſleep with their young on their breaſt, and to ſwim with them on their back; but if they ſhould be unfortunately overtaken by the hunters, the dam and her brood always die together:—She will not leave her young ones in the moment of danger, and therefore ſhares their fate.

1788. SEPTEMBER. From the formation of their lungs they are unable to remain under water longer than two minutes, when they are forced to riſe to the ſurface for reſpiration; and it is this circumſtance which gives their purſuers ſuch advantage over them;—though the wonderful ſwiftneſs with which they ſwim, very often baffles the utmoſt attention and ſkill of the hunter.

Nature has furniſhed this creature with powerful weapons of offence and deſtruction. Its fore-paws are like thoſe of the river-otter, but of much larger ſize, and greater ſtrength:—its hind-feet are ſkirted with a membrane, on which, as well as on the fore-feet, there grows a thick and coarſe hair:—its mouth contains moſt formidable rows of teeth, ſuperior to any other marine carnivorous animal except the ſhark.

The fur varies in beauty according to the different gradations of life.—The young cubs of a few months old, are covered with a long, coarſe, white hair, which protects the fine down that lies beneath it.—The natives often pluck off this coarſe hair, when the lower fur appears of a beautiful brown colour and velvet appearance. As they encreaſe in age this long hair falls off, and the fur becomes blackiſh, but ſtill remains ſhort.—When the animal is full grown, it becomes of a jet black, and encreaſes in beauty; the fur then thickens, and is thinly ſprinkled with white hairs.—When they are paſt their ſtate of perfection, and verge towards old age, their ſkin changes into a dark-brown, dingy colour, and, of courſe, proportionably diminiſhes in value.

This is the beſt account we could obtain of this curious and valuable animal; for it would be impoſſible for us to deſcribe, with any degree of ſatisfaction, the different kinds of otter ſkins brought to us for ſale.—The great variety of colour, from a cheſnut brown to a jet black, which

we obſerved in them, makes it difficult for us to aſcertain the preciſe period of their lives when they have arrived at perfection. At firſt we really ſuppoſed them to be the ſkins of different animals, or of various ſpecies of the ſame animal:—but we afterwards diſcovered what we have already ſtated concerning the advancement of them to beauty; and perhaps other circumſtances may combine to haſten, or retard the period of their moſt perfect ſtate.—We are diſpoſed to imagine that they undergo an annual change in their fur, either by ſhedding the old, or acquiring new; and that their ſkins are conſiderably affected by the different ſeaſons of the year.—We obſerved that the ſkins of the otters killed during the winter, were of a more beautiful black, and, in every reſpect, more perfect than thoſe which were taken in the ſummer or autumn. 1788. SEPTEMBER.

The Chineſe, who muſt be conſidered as the beſt judges of theſe ſkins, claſs them under eight or ten denominations, and affix to each a proportionate value, concerning which they would never ſuffer us, in our bargains with them, to intrude an opinion.—As furriers, they held us, and perhaps with ſome reaſon, in very low eſtimation.

The male otter is, beyond all compariſon, more beautiful than the female, and is diſtinguiſhed by the ſuperior jetty colour, as well as velvet appearance of his ſkin; whereas the head, throat and belly of the female, is not only covered with a fur that is white, but which is alſo of a very coarſe texture. The ſkins in the higheſt eſtimation, are thoſe which have the belly and throat plentifully interſperſed with a kind of brilliant ſilver hairs, while the body is covered with a thick black fur, of extreme fineneſs, and a ſilky gloſs.—Indeed in this ſtate, the fur of the ſea otter is, taken in all its circumſtances, ſuperior for cloathing, to that of any other animal in the world.

1788. SEPTEMBER. It is however ſaid in China, that the ſkins of this animal taken in the Corean and Japan ſeas, are ſuperior to thoſe of Ruſſia or the North Weſtern Coaſt of America.

The abundance of theſe animals, which frequent every part of the American coaſt, occaſion their being caught without much difficulty by the natives; who not only owe the magnificence of their appearance, as well as a moſt comfortable protection againſt the ſeverity of their winters, to the ſkin of the ſea-otter, but alſo find in its fleſh what they conſider as moſt delicious food.

It differs from the river otter, or capucca, as called by the people of Nootka, and which is the ſame as that of Canada: in its form, ſize, and fur, it is far ſuperior.

The ſpecies of birds which frequent the American ſhore are very confined:—We obſerved the crow, the magpie, the thruſh, the woodpecker, the wren, the king-fiſher, the common land-lark, the plover, the hawk, and the white-headed eagle. The wood-pigeon was alſo ſometimes, but very rarely ſeen.

The aquatic fowls were far more numerous; and conſiſted of the common ſea-gulls and ſhags; many kinds of ducks and divers; the ſea-parrot, and many others, of which we knew not the names.

Vaſt quantities of fiſh are to be found, both on the coaſt and in the ſounds or harbours.—Among theſe are the halibut, herring, ſardine, ſilver-bream, ſalmon, trout, cod, elephant-fiſh, ſhark, dog-fiſh, cuttle-fiſh, great variety of rock-fiſh, &c. All of which we have ſeen in the poſſeſſion of the natives, or have been caught by ourſelves. There are, probably,

bly, a great abundance of other kinds, which are not to be taken by the hook, the only method of taking fiſh with which the natives are acquainted, and we had neither trawls or nets. 1788. SEPTEMBER.

In the ſpring, the herrings as well as the ſardines, frequent the coaſt in vaſt ſhoals. The herring is from ſeven to eight inches long, and, in general, ſmaller than thoſe taken in the Britiſh ſeas. The ſardine reſembles that of Portugal, and is very delicious: they are here taken by the people in prodigious quantities.—They firſt drive the ſhoals into the ſmall coves, or ſhallow waters, when a certain number of men in canoes, keep plaſhing the water, while others ſink branches of the pine with ſtones; the fiſh are then eaſily taken out with wooden troughs or wicker baſkets. We have ſometimes ſeen ſuch numbers of them, that a whole village has not been able to cleanſe them before they began to grow putrid. After being cleaned, they are placed on rods, and hung in rows, at a certain diſtance, over their fires, that they may be ſmoked; and when they are ſufficiently dried, they are carefully packed up in mats, and laid by as a part, and a very conſiderable part, of their winter's proviſion. The ſeaſon for taking theſe fiſh is in the months of July and Auguſt. Certain people, at this time, are ſtationed on particular eminencies, to look for the arrival of the ſhoals, which can be very readily diſtinguiſhed by the particular motion of the ſea. The natives then embark in their canoes to proceed in their fiſhery. The ſardine is preferred by them to every other kind of fiſh, except the ſalmon.

In the months of July, Auguſt, and September, ſalmon are taken, though not in ſo great abundance as the other fiſh, but are of a very delicate flavour. They are ſplit, dried, and packed up, as has already been deſcribed, and are conſidered as a great delicacy. The ſalmon

of

1788. SEPTEMBER. of the diſtrict of Nootka are very different from thoſe found to the Northward, which are of an inferior kind, and of the ſame ſpecies with thoſe taken at Kamtſchatka.

During our ſtay in King George's Sound, we ſaw very few ſharks or halibut; but the cod taken by the natives were of the beſt quality:—they are alſo prepared, like the reſt, for the purpoſe of winter ſtores.

We ſaw the red ſnapper here, but it was very uncommon; and we now and then obſerved the large cuttle-fiſh, which the natives eat with great reliſh in its raw ſtate.

The muſcles are of a very large ſize, and filled with a ſmall, ſeedy pearl, about the ſize of a pin's head, very ill-ſhaped, and by no means tranſparent. We ſaw alſo ſea-ears, cockles, limpets, ſtar-fiſh, and many other marine productions in great abundance. The ſmall ſea-crabs have a very delicate flavour, and are in great plenty.

The reptiles of this country are confined, at leaſt as far as our knowledge extends, to a ſmall brown ſnake, about eighteen inches in length, which fled on hearing the leaſt noiſe. In our frequent viſits to the woods we ſaw no other; ſo that they may be traverſed without the leaſt fear of meeting with thoſe dangers from poiſonous animals of the reptile kind, which infeſt the Eaſtern ſide of America. There are however, great quantities of muſquitoes, which prove a ſevere inconvenience to the natives. We ſaw butterflies of various kinds, and ſome of uncommon ſize and beauty. The bee, common fly, and various ſpecies of moths, were in great numbers, and compoſed all that we recollect to have ſeen of the inſect tribe on the North Weſt Coaſt of America.

Of

Of the minerals of this country, we can only judge from the different kinds of ore which we ſaw in the poſſeſſion of the natives; and from thoſe ſpecimens, we are diſpoſed to conſider them of the moſt valuable kind. 1788. SEPTEMBER.

The pure malleable lumps of copper ore ſeen in the poſſeſſion of the natives, convince us that there are mines of this metal in the vicinity of this part of the Weſtern coaſt. We once ſaw a piece of it, which appeared to weigh about a pound, through which an hole had been perforated ſufficiently large for an handle to paſs, in order to make a kind of hammer. On enquiring of the man in whoſe poſſeſſion it was, from whence he procured it, he made us underſtand that he had received it in barter from ſome of the native people who lived more to the Northward.—We had alſo occaſionally ſeen necklaces and a ſort of bracelets worn on the wriſt, which were of the pureſt ore, and to all appearance had never been in the poſſeſſion of an European.

The natives make a kind of coarſe red ochre, for the purpoſe of painting themſelves, but more particularly their faces, which very probably contains metalline particles; we alſo obſerved that they employed a black pigment, which they uſe to paint their bodies. Over the latter they ſtrew a glittering ſand, which was very much eſteemed by them; and from its appearance, our ſailors, at firſt, took it for gold. It was collected from a bed of rock of a whitiſh colour, at the bottom of a rivulet; it ran in veins, poſſeſſed a ſhining quality, and was of a gold colour. On breaking a piece of the rock, theſe ſhining particles vaniſhed, and what remained, was black and flaky; which, however, on being reduced to powder, reſumed the brilliant appearance we have mentioned, and formed the proudeſt ornament of the Nootkan inhabitants. Sir Francis Drake ſpeaks of this ſhining ſand in his account of New Albion.

But

1788: SEPTEMBER. But we are not ſufficiently ſkilled in mineralogy, to juſtify our offering any obſervations concerning it.

We alſo ſaw ſeveral octangular pieces of rock chryſtal, perfectly tranſparent, and worn by the natives as ornaments about their neck.—They generally had about them a ſmall piece of Muſcovy glaſs, which they held in high eſtimation.

The imperfect knowledge we have yet obtained of this country, muſt render all conjecture vain as to its mineral poſſeſſions. The Spaniards, however, who have the keeneſt ſcent of any people for thoſe riches which are contained in the bowels of the earth, in the month of Auguſt, 1789, opened a mine in an iſland, called Hog Iſland, which is ſituated in the harbour of Friendly Cove, in King George's Sound. Their miners were kept conſtantly at work, and no one but themſelves ſuffered to approach the iſland, except the ſoldiers ordered to guard it.

CHAP.

CHAP. XXIII.

The Perſons of the Inhabitants deſcribed.—The Manner in which they treat their Infant Children.—Their Averſion to Beards.—Dreſſes, Male and Female.—Various Kinds of them.—Their Maſks, and the Uſes of them.—Diſpoſition and Temper of the Natives.—An horrid Cuſtom of killing a Slave every Month, for the Purpoſe of eating him.—The Ceremonies uſed on this Occaſion.—The Circumſtance which led to the Diſcovery of this cruel Practice, &c.

THE people of the Nootkan nation are, in general, robuſt and well proportioned;—their faces are large and full, their cheeks high and prominent, with ſmall black eyes;—their noſes are broad and flat; their lips thick; and they have, generally, very fine teeth, and of the moſt brilliant whiteneſs.

The manner in which the children of Nootka are treated when young, is not more extraordinary from its ſtrange, and, as it ſhould appear, total inutility, as from its agreement with the cuſtoms of the Chineſe and Tartars, to whom this practice gives theſe people a conſiderable reſemblance. The head of the infant is bound by the mother with a kind of fillet of ſeveral folds, as low down as the eyes, in order to give it a certain form, which, at this tender age, it is capable of receiving. It might be ſuppoſed that ſuch a tight drawn ligature muſt cauſe conſiderable pain to the child; but we never obſerved that any of the infants

1788. SEPTEMBER. in ſuch a ſtate of preparation for ſugar-loaf heads, ſuffered any viſible pain or inconvenience.

Though the cuſtom of compreſſing the head in this manner, gives them an unpleaſant appearance, by drawing up the eye-brows, and ſometimes producing the diſagreeable effect of ſquinting, as well as of flattening the noſe and diſtending the noſtrils, they are by no means an ill-looking race of people. They have alſo the cuſtom, which is known to prevail in ſo many Indian nations, of plucking out the beard by the roots, on its firſt appearance; and, as it continues to ſprout, to keep it down by the ſame practice. It is one of the domeſtic employments aſſigned to their wives to watch this appearance of manhood, and to eradicate the hairs as they come forth; which they do in a very dexterous manner with their fingers, and without giving the leaſt pain in the operation.—Some of them, however, though we ſaw but very few of this diſpoſition, when they advance in years, and become infirm, ſuffer their beards to grow without interruption —But, notwithſtanding they have ſo great an averſion to the hair of their chin, that of the head is an object of their attentive vanity.—It is ſtrong, black and gloſſy, grows to a conſiderable length, and is either tied in a kind of knot on the top of their heads, or ſuffered to hang down their backs in flowing negligence.

In their exterior form they have not the ſymmetry or elegance which is found in many other Indian nations.—Their limbs, though ſtout and athletic, are crooked and ill-ſhaped; their skin, when cleanſed of filth and ochre, is white, and we have ſeen ſome of the women, when in a ſtate of cleanlineſs,—which, however, was by no means a common ſight, and obtained with difficulty,—who not only poſſeſſed the fair complexion of Europe, but features that would have attracted notice for their delicacy and beauty, in thoſe parts of the world where the qualities of the human form

form are beſt underſtood. But theſe examples of beauty are by no means numerous among the women of Nootka, who are calculated rather to diſguſt than to charm an European beholder. Their hair, like that of the men, is black; their eyes are of the ſame colour;—and, in their exterior appearance, they are not to be immediately diſtinguiſhed from the men. In their characters they are reſerved and chaſte; and examples of looſe and immodeſt conduct were very rare among them. There were women in Saint George's Sound, whom no offers could tempt to meretricious ſubmiſſions. 1788. SEPTEMBER.

The principal dreſs of the men is either compoſed of the skin of the ſea-otter, or conſiſts of a kind of flaxen garment, made by the women from the bark of a tree and the filament of a nettle, prepared in a particular manner. The skin of the bear, the racoon, or other animals, are ſometimes worn, according to the caprices of fancy, or the temperature of the weather.

The otter veſtment is compoſed of two large ſkins ſewed on one ſide, which form a covering from the neck to the ancles; it paſſes under the left arm, and is tied over the right ſhoulder by a leathern thong faſtened to the ſkins, leaving both arms entirely free from any kind of reſtraint. This garment, in its form and folds, is far from being ungraceful; and, when aided by the richneſs of the fur, wants nothing but cleanlineſs to make it a veſtment of the moſt pleaſing deſcription.

They have alſo another garment, made from the inner bark of the pine-tree and the filaments of the nettle.—Theſe are ſteeped for ſome time in urine; and having been well beaten, they are ſeparated into threads, which is a matter of no great ſkill. A certain quantity of theſe threads joined together, form one of the ſtronger thongs, a number of

1788. SEPTEMBER. which are prepared twice the length of the garment, and laid double acroſs a long ſtick; when they are readily platted into the kinds of mat of which this article of the Nootkan dreſs is made. The women are very expert at this buſineſs, which is one of their principal employments.—This garment, from its cloſe contexture, is warm, and, when new and clean, is rather of an elegant appearance, eſpecially when its edges are trimmed with a narrow fringe of the ſea-otter's skin; but the filth of the houſes, and the perſonal naſtineſs of the people, almoſt immediately ſoils, and of courſe deſtroys its beauty: the natives call it a *cotſack*, and wear it in the ſame manner as their dreſſes of skin and fur.

The cap which they uſe as a covering for their head, is of a conic form, made of matting, and of ſo cloſe a texture as to be capable of holding water. It is ornamented with painted repreſentations of birds and other animals, and faſtened by a leathern thong, tied beneath the chin. There is, without doubt, a very great convenience in this part of their dreſs, but it is by no means calculated to add to the grace or fierceneſs of their appearance.

Their faces are generally painted with a ſort of red ochre: in viſits of ceremony every part of their body is bedaubed with it, which makes them of a reddiſh hue, and diſagreeable appearance; and being mixed with train-oil, with which they previouſly anoint themſelves, is accompanied with a rancid ſmell. In this faſhion of painting themſelves they adopt various modes, which, as it appeared to us, they appropriate to certain occaſions. When they go on a war expedition, black is a prevalent colour, laid on in ſtreaks, on a white ground; we have ſometimes alſo ſeen them painted entirely white; and, at other times, of a bright red, over which they ſtrewed a ſhining ſand, which has been already deſcribed.

But

But in whatever faſhion they thought proper to colour themſelves, they appeared to us equally diſguſting; it was, if we may uſe the expreſſion, when they were in deſhabille, that they appeared to the greateſt advantage. 1788. SEPTEMBER.

The ears of the men are univerſally perforated. Some of theſe have ſeveral holes, in which they fix ſmall leathern thongs, ſtrung either with porcupines quills, ſmall pieces of copper, or any other ornament they could procure from us. But buttons, when they could be obtained, ſupplanted all other articles, and we have ſometimes ſeen their ears drawn down almoſt to their ſhoulders by the weight of them. The ſeptum, or that part of the noſe which divides the noſtrils, is alſo ſometimes perforated, from whence pieces of copper, iron or tin, ſhaped in various ways, are ſuſpended.— They wear alſo, round their wriſts, a kind of bracelet, made of metal, or of leather ſtrung with ſhells, and ſometimes of a number of ſimple thongs of leather. They apply the ſame kind of ornament to their ancles; but with a greater number of thongs, and a proportionable encreaſe in the ſize of the beads or other decorations.

The dreſs of the women very materially differs from that of the men; and is calculated, with great modeſty, to prevent that perſonal expoſure which accompanies the dreſs of the other ſex. They are never ſuffered to wear the ſea-otter ſkin, or furs of any kind, as far as we could obſerve. — Their dreſſes are made of mats, manufactured by themſelves, in the form of a ſhift, without ſleeves, which falls down to the ancle. A kind of mantle, with a hole in the middle, paſſes over their head, and is contrived to cover their arms without reſtraining their motion; though it very ſeldom happens that in any of their employments more than half the arm becomes viſible. A cap of the ſame kind as that of the men, compleats their dreſs. Their long black

1788. SEPTEMBER. black hair hangs down their back; but they are not allowed to employ any other paint but of a red colour, which, however, they uſe in great profuſion. We obſerved very few of them who were adorned with the noſe or ear decorations.

But theſe are the dreſſes of peace;—the people of Nootka have another for war, and is admirably contrived to anſwer the purpoſe for which it is put on. It conſiſts of a thick leathern frock or doublet, made from the skin of the elk, cut into a fringe at the ſides and neck, and adorned on the other parts with taſſels of leather: it reaches from the neck to the heels, and is painted with various devices. This garment is ſufficiently ſtrong to reſiſt the arrows or even the ſpears of their enemies, as by hanging looſe it yields to the force, and checks the progreſs both of one and the other. It may, therefore, be conſidered as a very complete defenſive armour. This dreſs is accompanied with a mask repreſenting the head of ſome animal; it is made of wood, with the eyes, teeth, &c. and is a work of conſiderable ingenuity. Of theſe masks they have a great variety, which are applicable to certain circumſtances and occaſions. Thoſe, for example, which repreſent the head of the otter, or any other marine animals, are uſed only when they go to hunt them.—In their war expeditions, but at no other time, they cover the whole of their dreſs with large bear-skins. They alſo adorn their heads with feathers and the down of birds,—a cuſtom which they rigidly obſerve in their firſt approach to ſtrangers.

When we firſt ſaw them dreſſed in this manner, their ferocious appearance was rather alarming, but this ſingular mode of diſguiſing themſelves, loſt its deformity by a familiar intercourſe, and being continually in the habit of obſerving the character of this inoffenſive people. When ſitting in their houſes and converſing with their families, they loſt all that

air of ferocity which they derived from the dreſs we have juſt deſcribed.— They were, in general, courteous to us, and affable to each other; and they ſeemed to entertain ſomething like a very correct notion of right and wrong; being confident when acting with rectitude, and diffident when doing any thing under an oppoſite influence: for I do not recollect a ſingle inſtance, where the reproach we made them on any detection, was not attended with the moſt evident ſenſe of ſhame. It would not, perhaps, be the beſt ground to form a judgment of their real character by their immediate conduct to us, as that might take its ſhape from the fear of our power, or the hope of our favour. But in their demeanour to each other, we frequently ſaw thoſe attentions, and diſcovered thoſe friendly diſpoſitions which leave no doubt as to the amiable qualities they poſſeſs. On the other hand, their ſanguinary appetites and cannibal propenſities were but too evident; ſo that we were divided between our regard and abhorrence of the Nootkan people. 1788. SEPTEMBER.

Callicum and Hanapa both declared their averſion to the practice of eating human fleſh; at the ſame time they acknowledged it exiſted among them, and that Maquilla was ſo much attached to this deteſtable banquet, as to kill a ſlave every moon, to gratify his unnatural appetite.— Theſe chiefs, with every look and expreſſion of abhorrence, gave us the following account of this bloody ceremony.

The number of Maquilla's ſlaves were very conſiderable, not only at Nootka, but in other parts of his territories. And when the fatal day arrived which was to be celebrated by the feaſt of an human victim, a certain number of theſe ſlaves were aſſembled in the houſe of the ſovereign chief, who ſelected the object to be eaten by him and his gueſts, in the following curious manner:—The inferior chiefs who were invited to partake of the approaching banquet, performed the ceremonies

1788. SEPTEMBER. monies which were appointed to precede it:—theſe conſiſt of ſinging the war ſong, dancing round the fire, and fomenting the flames, by throwing oil into them. A bandage is then tied over the eyes of Maquilla, who in this blindfold ſtate is to ſeize a ſlave. His activity in the purſuit, with the alarms and exertions of theſe unhappy wretches in avoiding it, form another part of this inhuman buſineſs. But it is ſeldom a work of delay,—ſome one of theſe ſlaves is ſoon caught,—death inſtantly follows,—the devoted carcaſe is immediately cut in pieces, and its reeking portions diſtributed to the gueſts: when an univerſal ſhout of thoſe who have eſcaped, declares the joy of their deliverance.

We were not by any means diſpoſed to give credit to this extraordinary action, and rather imagined that it was invented to injure Maquilla in our opinion; for when we recollected that the pillow of Callicum was filled with human ſculls, we could not but ſuſpect if the former was a cannibal, that the latter was alſo of the ſame deſcription. Our ſubſequent enquiries, however, confirmed all that Callicum had aſſerted;—and many of the natives aſſured us that he was an honourable exception to the general diſpoſition of the Nootkan people to human fleſh. The ſculls on which he repoſed might, indeed, be the remains of his anceſtors; or, which is more probable, the trophies of his proweſs, and preſerved by him to record his valour; as ſtandards taken from an enemy, in the wars of poliſhed nations, are hung up as enſigns of their glory, in the public places of their metropolitan cities.

A circumſtance however took place very ſoon after we had received the information we have juſt related, which induced Maquilla himſelf to confirm the truth of this cruel hiſtory, and to name even the very time when the laſt ſcene of his tragic gluttony was acted by him.

It ſo happened that the chief, in aſcending the ſide of the ſhip, by ſome untoward accident received an hurt in his leg. Orders were immediately given to the ſurgeon to do what was neceſſary on the occaſion; and when he was about to apply a plaiſter to the wound, Maquilla abſolutely refuſed to ſuffer the application, but ſucked himſelf the blood which flowed freely from it: and when we expreſſed our aſtoniſhment and diſguſt at his conduct, he replied, by licking his lips, patting his belly, and exclaiming *clooſh*, *clooſh*; or good, good. Nor did he now heſitate to confeſs that he eat human fleſh, and to expreſs the delight he took in banqueting on his fellow creatures. Nay, he not only avowed the practice of which he had been accuſed, but informed us, as we ſtood ſhuddering at the ſtory, that, a very ſhort time before, the ceremony of killing and eating a ſlave had taken place even in Friendly Cove. We terrified him however into a promiſe, that no ſuch barbarity ſhould be again practiſed by himſelf, or any others in his territories; and gave him to underſtand, with the moſt determined tone and look we could aſſume, that he himſelf ſhould not long ſurvive another repetition of it. 1788. SEPTEMBER.

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CHAP. XXIV.

Employments of the Men of Nootka.—They conſiſt, in general, of hunting different Marine and Land Animals.—Killing the Whale, &c. deſcribed.—Method of hunting the Sea-Otter, the Seal, &c.—Their more domeſtic Occupations.—Making Implements for Fiſhing and War.—Their Canoes:—A Deſcription of them.—A particular Manner of Fiſhing.—Employments of the Women.—Manner of collecting and preſerving the Roes of Fiſh.—The Diſpoſition of the People to War.—The Cuſtom of exchanging their Women.—Their Religion, &c. &c.

THE occupations of the men on this coaſt were ſuch as aroſe from their particular ſituation. Fiſhing, and hunting the land or larger marine animals, either for food or furs, form their principal employments.—The common buſineſs of fiſhing for ordinary ſuſtenance is carried on by ſlaves, or the lower claſs of people:—While the more noble occupation of killing the whale and hunting the ſea-otter, is followed by none but the chiefs and warriors.

Their dexterity in killing the whale is not eaſily deſcribed, and the facility with which they convey ſo huge a creature to their habitations is no leſs remarkable. When it is determined to engage in whale-hunting, which the moſt ſtormy weather does not prevent, the chief prepares himſelf, with no common ceremony, for this noble diverſion.—He is cloathed

on

on the occaſion in the ſea-otter's ſkin; his body is beſmeared with oil, and daubed with red ochre; and he is accompanied by the moſt brave, active, and vigorous people in his ſervice. 1788. SEPTEMBER.

The canoes employed on this occaſion are of a ſize between their war canoes and thoſe they uſe on ordinary occaſions; they are admirably well adapted to the purpoſe, and are capable of holding, conveniently, eighteen or twenty men.

The harpoons which they uſe to ſtrike the whale or any other ſea-animal, except the otter, are contrived with no common ſkill. The ſhaft is from eighteen to twenty-eight feet in length; at the end whereof is fixed a large piece of bone, cut in notches, which being ſpliced to the ſhaft, ſerves as a ſecure hold for the harpoon, which is faſtened to it with thongs.—The harpoon is of an oval form, and rendered extremely ſharp at the ſides as well as the point;—it is made out of a large muſcle-ſhell, and is fixed into another piece of bone, about three inches long, and to which a line is faſtened made of the ſinews of certain beaſts, of ſeveral fathoms in length; this is again attached to the ſhaft; ſo that when the fiſh is pierced, the ſhaft floats on the water by means of ſeal-skins filled with wind, or the ventilated bladders of fiſh, which are ſecurely attached to it.

The chief himſelf is the principal harpooner, and is the firſt that ſtrikes the whale.—He is attended by ſeveral canoes of the ſame ſize as his own, filled with people armed with harpoons, to be employed as occaſion may require. When the huge fiſh feels the ſmart of the firſt weapon, he inſtantly dives, and carries the ſhaft with all its bladders along with him. The boats immediately follow his wake, and as he riſes, continue to fix their weapons in him, till he finds it impoſſible for him to ſink,

1788. SEPTEMBER. from the number of floating buoys which are now attached to his body. The whale then drowns, and is towed on ſhore with great noiſe and rejoicings. It is then immediately cut up, when part is dedicated to the feaſt which concludes the day, and the remainder divided among thoſe who have ſhared in the dangers and glory of it.

The taking of the ſea-otter is attended with far greater hazard as well as trouble. For this purpoſe two very ſmall canoes are prepared, in each of which are two expert hunters. The inſtruments they employ on this occaſion are bows and arrows, and a ſmall harpoon. The latter differs, in ſome degree, from that which they uſe in hunting the whale; the ſhaft is much the ſame, and is pointed with bone; but the harpoon itſelf is of a greater length, and ſo notched and barbed, that when it has once entered the fleſh, it is almoſt impoſſible to extricate it. This is attached to the ſhaft by ſeveral fathoms of line of ſufficient ſtrength to drag the otter to the boat. The arrows are ſmall, and pointed with bone, formed into a ſingle barb. Thus equipped, the hunters proceed among the rocks in ſearch of their prey. Sometimes they ſurpriſe him ſleeping on his back, on the ſurface of the water; and, if they can get near the animal without awakening him, which requires infinite precaution, he is eaſily harpooned and dragged to the boat, when a fierce battle very often enſues between the otter and the hunters, who are frequently wounded by the claws and teeth of the animal. The more common mode, however, of taking him is by purſuit, which is ſometimes continued for ſeveral hours.—As he cannot remain under water but for a very ſhort time, the skill in this chace conſiſts in directing the canoes in the ſame line that the otter takes when under the water, at which time he ſwims with a degree of celerity that greatly exceeds that of his purſuers. They therefore ſeparate, in order to have the better chance of wounding him with their arrows at the

moment he riſes; though it often happens that this wary and cunning animal eſcapes from the danger which ſurrounds him. 1788. SEPTEMBER.

It has been obſerved, in the account already given of the otter, that when they are overtaken with their young ones, the parental affection ſuperſedes all ſenſe of danger; and both the male and female defend their offspring with the moſt furious courage, tearing out the arrows and harpoons fixed in them with their teeth, and oftentimes even attacking the canoes. On theſe occaſions, however, they and their litter never fail of yielding to the power of the hunters. The difficulty of taking the otter might indeed occaſion ſome degree of ſurpriſe at the number of the skins which the natives appear to have in uſe, and for the purpoſes of trade. But the circumſtance may be eaſily accounted for, by the conſtant exerciſe of this advantageous occupation: ſcarce a day paſſes, but numbers are eagerly employed in the purſuit of it.

The ſeal is alſo an animal very difficult to take, on account of its being able to remain under water. Artifices are therefore made uſe of to decoy him within reach of the boats; and this is done in general by the means of maſks of wood made in ſo exact a reſemblance of nature, that the animal takes it for one of his own ſpecies, and falls a prey to the deception. On ſuch occaſions, ſome of the natives put on theſe masks, and hiding their bodies with branches of trees as they lie among the rocks, the ſeals are tempted to approach ſo near the ſpot, as to put it in the power of the natives to pierce them with their arrows. Similar artifices are employed againſt the ſea-cow, &c. The otters, as well as ſome of the land animals, are, we believe, occaſionally taken in the ſame manner.

The

1788. SEPTEMBER. The very preparation for the buſineſs of hunting and fiſhing, requires no ſmall portion of domeſtic employment. Their harpoons, lines, fiſh-hooks, bows and arrows, and other implements neceſſary in the different purſuits of peace and war, muſt make a very great demand upon their time. Beſides, they contrived to forge the metals they received from us into various ornaments, after their faſhion, for their favourite wives or miſtreſſes. In theſe domeſtic operations the boys were always made to give their aſſiſtance, and learn to form the materials with which they were hereafter to gain their ſuſtenance and their glory.

The ingenuity of theſe people in all the different arts that is neceſſary to their ſupport and their pleaſure, is matter of juſt admiration to the more cultivated parts of the globe. Nature, that fond and bounteous parent to her children of every kind, has left none of them without thoſe means which are capable of producing the relative happineſs of all. But the moſt laborious, as well as moſt curious employment in which we ſaw the natives of Nootka engaged, (for we had no opportunity of ſeeing them conſtruct one of their enormous houſes,) was the making their canoes; which was a work of no common ſkill and ability. Theſe boats are, many of them, capable of containing from fifteen to thirty men, with eaſe and convenience; and at the ſame time are elegantly moulded and highly finiſhed; and this curious work is accompliſhed with utenſils of ſtone made by themſelves.

They even manufactured tools from the iron which they obtained from us; and it was very ſeldom that we could perſuade them to make uſe of any of our utenſils in preference to their own, except the ſaw, whoſe obvious power in diminiſhing their labour, led them to adopt it without heſitation. In particular, they contrived to forge from

from the iron they procured of us, a kind of tool, which anſwered the purpoſe of hollowing out large trees much better than any utenſil we could give them. This buſineſs they accompliſhed by main ſtrength, with a flat ſtone by way of anvil, and a round one which ſerved the purpoſe of an hammer; and with theſe inſtruments they ſhaped the iron from the fire into a tool bearing ſome reſemblance to a cooper's adze, which they faſtened to an handle of wood with cords made of ſinews; and being ſharpened at the end, was extremely well adapted to the uſes for which it was intended. 1778. SEPTEMBER.

Their large war canoes were generally finiſhed on the ſpot where the trees grew of which they are made; and then dragged to the water-ſide. We have ſeen ſome of them which were fifty-three feet in length, and eight feet in breadth. The middle part of theſe boats is the broadeſt, and gradually narrows to a point at each end; but their head or prow is generally much higher than the ſtern.

As their bottoms are rounded and their ſides flam out, they have conſequently ſufficient bearings, and ſwim firmly in the water. They have no ſeats, but ſeveral pieces of wood, about three inches in diameter, are fixed acroſs them, to keep the ſides firm, and preſerve them from being warped. The rowers generally ſit on their hams, but ſometimes they make uſe of a kind of ſmall ſtool, which is a great relief to them. In the act of embarking they are extremely cautious, each man regularly taking the ſtation to which he has been accuſtomed. Some of theſe canoes are poliſhed and painted, or curiouſly ſtudded with human teeth, particularly on the ſtern and the prow. The ſides were ſometimes adorned with the figure of a dragon with a long tail, of much the ſame form as we ſee on the porcelain of China, and in the fanciful paintings of our own country. We were much ſtruck with this circumſtance, and took ſome

1788. SEPTEMBER. pains to get at the hiſtory of it; but it was among many other of our enquiries to which we could not obtain any ſatisfactory anſwer.

After we had been ſome time in King George's Sound, the natives began to make uſe of ſails made of mats, in imitation of ours. We had, indeed, rigged one of Hanna's large canoes for him, with a pendant, &c. &c. of which he was proud beyond meaſure; and he never approached the ſhip but he hoiſted his pendant, to the very great diverſion of our ſeamen.

The paddles are nicely ſhaped and well poliſhed with fiſh-skin: they are about five feet ſix inches in length; and the blade, which is about two feet long, is pointed like a leaf, and the point itſelf is lengthened ſeveral inches, and is about one broad. At the end of the handle there is a tranſverſe piece of wood like the top of a crutch. Theſe paddles the natives uſe in a moſt dextrous manner, and urge on the canoes with inconceivable ſwiftneſs.

In no one circumſtance of their different occupations do the natives of Nootka diſcover more dexterity than in that of fiſhing. They however always preferred their own hooks, which were made from ſhells, or the bone of fiſh, to ours; nor indeed would they ever make uſe of the latter; but our lines they conſidered as very ſuperior to thoſe of their own manufacture. Theſe are made from the ſinews of the whale, which furniſhes them with the materials of all their different cordage,—or from ſea-weed, which grows on the coaſt in great abundance. This is ſplit, boiled, and dried, when it forms a very tough and ſtrong line.

But beſides the common practice of angling, they have a very particular method of taking herrings, ſardines, &c. This is managed with a ſtick or pole about eighteen feet long, with a blade of twelve or fourteen

teen inches broad, and ſix feet long, on both ſides of which are fixed a number of ſharp pieces or points of bone, about three inches in length. When the ſhoal of fiſh appears, they ſtrike this inſtrument into the water, and ſeldom fail of bringing up three or four fiſh at every ſtroke.—We have often ſeen a ſmall canoe nearly filled with herrings, &c. in a very ſhort time, by this eaſy method of fiſhing. 1788. SEPTEMBER.

But, although theſe people are ſo dextrous in their various employments, and ſo active when in a ſtate of exertion, they are naturally of an indolent and lazy diſpoſition; and would, in general, prefer to idle away their time in the filth of their habitations, than go forth to the honourable and diſtinguiſhing, as well as neceſſary, duties of killing the whale and hunting the otter. We have oftentimes ſeen the buſy Callicum obliged to exert his compulſory power to call them from their domeſtic indulgence, to throw the harpoon, or let fly the arrow.

The women have alſo their appointed occupations. It is their department to clean the ſea-otter skins, and ſtretch them on frames, which they perform with habitual ingenuity. Every branch of culinary ſcience, as well as of the houſehold œconomy, is likewiſe committed to them; and it is among their duties to keep watch during the night, in order to alarm the men in caſe of any ſudden incurſion of an enemy.—They not only dreſs the proviſions for the day, but prepare the ſtores for winter ſuſtenance.—The garments which have been already deſcribed as made from the bark of trees, are of female manufacture. They alſo collect the wild fruits and eſculent plants that are found in the woods, or take the ſhell-fiſh, which are in great plenty among the rocks, or on the ſea-ſide. When the canoes return from their little voyages, they are employed in unlading them of their cargoes, hauling them on the beach, and

1788. SEPTEMBER. covering them with branches of the pine, as a protection from the weather. On all theſe occaſions, however, the female ſlaves take a proportionable ſhare of the labour. They have alſo their conjugal and maternal duties; nor ſhall we be ſo unjuſt as not to mention that the women of Nootka are tender mothers and affectionate wives: indeed we have beheld inſtances of fondneſs for their children, and regard for their huſbands, which mark the influence of thoſe ſenſibilities that form the chief honour of the female character among the moſt poliſhed nations of the globe.

The ſea is the great market to which theſe people reſort, and where, as has already been made to appear, a vaſt plenty of fiſh of various kinds is purchaſed by their labour. According to the beſt information we could obtain, the ice on this part of the coaſt, ſeldom or never precludes them from having acceſs to the ſea: though the very precautions they uſe in laying up ſtores for winter, and the hiſtory which Mr. Maccay gives of the diſtreſs they ſuffered while he was amongſt them, is an evident proof that they ſometimes undergo very great hardſhips from want of proviſions during the cold months. Whatever food is capable of being preſerved, they do not fail to prepare for the colder ſeaſons of the year. Even the ſpawn of fiſh is conſidered as a winter ſtore, and collected in the following manner. In the beginning of the ſummer, they ſpread at the head of the ſounds and bays, a great quantity of the branches of trees, on which the ſpawn of the fiſh naturally incruſts itſelf; when, at a proper period, it is ſtripped off and put carefully into fiſh bladders. This kind of cavear the natives conſider as a delicacy both in its dry and raw ſtate. The roe of the ſalmon is alſo ſtored up in the ſame manner; but they collect it from the fiſh itſelf, which is ſeen in autumn almoſt burſting with this favourite article of winter luxury. They eat it as well as all their dried fiſh with oil, and

 without

without any other preparation. As it has been found neceſſary to mention in other parts of this volume, the different animals theſe people take for food,—for indeed they eat every thing, more or leſs, which they take,—we ſhall not add what might be eſteemed an unneceſſary repetition. 1788. SEPTEMBER.

A ſtate of ſavage life is univerſally found to be a ſtate of warfare; and the Nootka nations are not only in frequent hoſtilities with the more diſtant tribes, but even among themſelves; particularly Wicananiſh and Tatootche. Stratagem and ſurpriſe form the offenſive points of their military art; its defenſive operations, if we may uſe the expreſſion, are vigilance and precaution. Their villages, &c. therefore, are generally built in ſituations not eaſily to be attacked without danger. But they do not truſt to any ſecurity of ſituation; for in peace as well as in war a continual watch is kept during the night by women, who, ſitting round their fires, keep each other awake, by relating the battles of their nation, or recounting the proweſs and gallant deeds of their huſbands and their children. One man alone performs the part of centinel on the outſide of the houſe, where he is placed in ſuch a manner as to hear the leaſt noiſe that may be made in the woods, or on the water. — Indeed, this continual vigilance is a moſt eſſential part of their government; as among theſe ſavage people an opportunity of gaining advantage is oftentimes the ſignal for war; and, therefore, they can never be ſaid to be in a ſtate of peace: They muſt live in conſtant expectation of an enemy, and never relax from that continual preparation againſt thoſe hoſtilities and incurſions which doom the captives to ſlavery or to death.

The chiefs of this country have a cuſtom which, as it appears principally to be derived from the wars of the different ſtates with each other, may be mentioned with propriety in this place. This cuſtom

1788. SEPTEMBER. conſiſts in yielding up their wives to, or interchanging them with, each other. A beautiful woman will ſometimes occaſion a war in the deſarts of Nootka, as it formerly did in the fields of Troy: a woman is ſometimes found neceſſary to ſooth a conqueror, or to purchaſe a favourable article in a treaty. Indeed, the privileges which the chiefs poſſeſs of having as many wives as they pleaſe, may, perhaps, have ariſen from an experience of the political purpoſes to which female charms may be applied in peace or in war.

We could not, however, but obſerve, that in the whole diſtrict of Nootka, the women did not appear to bear an equal proportion to the men. To the Northward, on the contrary, the number of females greatly preponderates; a circumſtance which will engage ſome degree of curioſity, as it is hereafter deſcribed in one of thoſe chapters which contain the voyage of the Iphigenia from Samboingan to Nootka Sound.

The marriage ceremonies of theſe people conſiſt of nothing more than a feaſt given by the friends of the parties. With what rites or forms they conſign the dead to their laſt abode, we had no opportunity of obſerving. We remember to have ſeen ſmall oblong boxes, which contained the dead bodies of children hanging on the branches of trees; and which, as we underſtood, were, after a certain time, taken down and buried; but we rather think this cuſtom was peculiar to children, as we never ſaw the remains of any perſon of full growth in ſuch a ſituation.

Of the religion of theſe people we have no very correct idea; but ſhall relate what we know of thoſe principles which connect them with the Deity, and their preſent life with one that is to come. In moſt of their houſes they have, as has already been obſerved, certain huge idols or images

images, to whom we never ſaw them pay any mark of common reſpect, much leſs of worſhip or adoration. Theſe miſhapen figures occupied, as it appeared, ſomewhat of a diſtinguiſhed and appropriate place, wherever we ſaw them; but they ſeemed to have no excluſive privilege whatever, and ſhared the common filth of thoſe who lived beneath the ſame roof with them. Indeed, we had for ſome time, no reaſon for ſuppoſing that they had an idea of a Deity, till we explained to them the cauſe of our ſuſpenſion from labour on Sunday; and we ſhould have quitted America in a total ignorance, as to any principle of their faith, if the ſon of Hanapa, a boy of very uncommon ſagacity for a native of Nootka, had not unfolded to us the following very conciſe hiſtory of their religion; which, however, is ſufficient to prove that they enjoy the common and conſolatory belief of the intellectual world in a future and better ſtate of exiſtence. 1788. SEPTEMBER.

This diſcovery aroſe from our enquiries on a ſubject of a very different nature.—On expreſſing our wiſh to be informed by what means they became acquainted with copper, and why it was ſuch a peculiar object of their admiration,—this intelligent young man told us all he knew, and as we believe all that is known by his nation on the ſubject. Where words were wanting, or not intelligible, which frequently happened in the courſe of his narration, he ſupplied the deficiency by thoſe expreſſive actions which nature or neceſſity ſeems to have communicated to people whoſe language is confined; and the young Nootkan diſcovered ſo much ſkill in conveying his ideas by ſigns and ſymbols, as to render his diſcourſe perfectly intelligible whenever he found it neceſſary to have recourſe to them. He related his ſtory in the following manner:—

He firſt placed a certain number of ſticks on the ground, at ſmall diſtances from each other, to which he gave ſeparate names. Thus he called

1788. SEPTEMBER. the firſt his father and the next his grandfather: he then took what remained, and threw them all into confuſion together; as much as to ſay that they were the general heap of his anceſtors, whom he could not individually reckon. He then, pointing to this bundle, ſaid that when they lived, an old man entered the Sound in a copper canoe, with copper paddles, and every thing elſe in his poſſeſſion of the ſame metal:—That he paddled along the ſhore, on which all the people were aſſembled, to contemplate ſo ſtrange a ſight; and that, having thrown one of his copper paddles on ſhore, he himſelf landed. The extraordinary ſtranger then told the natives, that he came from the ſky,—to which the boy pointed with his hand,—that their country would one day be deſtroyed, when they would all be killed, and riſe again to live in the place from whence he came. Our young interpreter explained this circumſtance of his narrative by lying down as if he were dead; and then, riſing up ſuddenly, he imitated the action of ſoaring through the air.

He continued to inform us that the people killed the old man, and took his canoe; and that from this event they derived their fondneſs for copper. He alſo gave us to underſtand that the images in their houſes were intended to repreſent the form, and perpetuate the miſſion of the old man who came from the ſky.

Such was the imperfect tradition which we received of what may be called the ſacred hiſtory of this country, and on which the inhabitants reſted the common hope of the human mind in every ſtate and form of our nature,—that there will be an exiſtence hereafter, beyond the reach of ſublunary ſorrow.

Thus have we given ſuch an account of this people, country, and the cuſtoms of it, as occurred to our obſervation. We had not time, even if

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we had poſſeſſed the ability, to have purſued the track of the philoſopher and the naturaliſt. We had other objects before us; and all the knowledge we have obtained was, as it were, accidentally acquired in the purſuit of them. Of the country we had no reaſon to complain, and we left Nootka Sound with no ſmall ſhare of eſteem for the inhabitants of it. 1788. SEPTEMBER.

CHAP.

1788
SEPTEMBER.

CHAP. XXV.

The FELICE *proceeds on her Voyage.—Alarmed at the Appearance of a Leak.—Obliged to lighten the Ship.—Arrive off Owhyhee, one of the Sandwich Iſlands.—Heave to in Toe-yah-yah Bay.—Receive great Quantities of Proviſions.—The preſent State of that Iſland.—Preſent in the Name of Tianna to the Chief of it.—The* FELICE *leaves Owhyhee.—Improvement in ſalting Proviſions.—Paſs the Iſlands of Mowee, Ranai, Morotoi and Woahoo.—Arrive off Atooi; the political State of that Iſland.—Proceed to Oneeheow. Friendly Reception at that Place.—Large Quantity of Yams procured.—Leave a Letter with a confidential Native of this Iſland, for Captain Douglas.—Proceed on the Voyage.—Make the Iſland of Botol Tobago Xima.—Round the Rocks of Ville Rete.—Make the Coaſt of China.—Anchor in the Roads of Macao.*

WE now return to the progreſs of our voyage.—During the night after we left King George's Sound, it blew with great violence, accompanied by a very heavy, mountainous ſea,—the ſhip labouring in a unuſual manner; when at four in the morning of the 25th, we were alarmed with an account that there was four feet water in the hold; and by eight o'clock the water had not only gained on us, but was got above the ground tier of casks, which made me at firſt apprehend that the ſhip, from her exceſſive tumbling and rolling, had ſprung a dangerous leak. The pumps had been kept conſtantly at work, but after

ſome

ſome time, they became ſo choaked with the ſmall ballaſt, as to be no longer in a condition to deliver their water. While the carpenters were repairing them, the crew were employed in baling the water from all the hatch-ways. We continued, however, to purſue our courſe under cloſe-reefed top-ſails and fore-ſail, to the Southward, with the wind from the North Weſt, which now blew a violent gale, and the ſhip moved heavily and ſlowly through the ſea, from the great quantity of water in her hull. 1788. SEPTEMBER.

Our alarms were very much encreaſed, when we found that at ten o'clock the water continued to baffle all our endeavours. In this ſituation, orders were given to bring the ſhip to, which was accordingly done under the cloſe-reefed main top-ſail on the larboard tacks. I was confident as to the ſtate and ſtrength of the veſſel, and therefore gave orders for all the ſpars and booms on the lee-ſide of the deck to be launched overboard without delay, which was no very eaſy buſineſs, from their ſize and the rolling and tumbling of the ſhip: however, with the aſſiſtance of hatchets and axes, this ſide of the deck was effectually cleared; when the ſhip was wore immediately and put on the other tack, and the ſame operation was performed on the other ſide, which laſted till three o'clock, when the ſpars were all launched overboard, and we almoſt inſtantaneouſly felt a good effect, by the diminution of the water from baling, as the pumps could not be immediately repaired.

We now diſcovered the cauſe of our paſt danger to have ariſen from the great weight of timber lodged on the deck, which, with the heavy rolling ſea, had opened her ſeams, and given paſſage to ſo large a quantity of water. After this operation, however, ſhe became light and buoyant, and we purſued our courſe with renewed ſpirits and confidence.

1788. Thus we continued, without the intervention of any occurrence
OCTOBER. worth relating, till the 15th of October, which brought us into fine
Wedneſday 15 and ſerene weather; when being in the latitude of the Eaſt-end of the Iſland of Owhyhee, we bore up Weſt, to ſtrike the iſland on the parallel. Our longitude, by account, was at this time 205° 65′ Eaſt of Greenwich; whereas by obſervation of the ſun and moon, it was 209° 20′. There being ſuch a material difference, I preferred the lunar obſervation.

Thurſday 16 On the 16th, by freſh diſtances of the ſun and moon, and moon and ſtars, we were in the longitude of 207° 44′ Eaſt, and at noon the obſerved latitude was 20° 11′ North; our diſtance being about thirty leagues from the iſland of Owhyhee.

Friday 17 At five o'clock on the morning of the 17th, to our infinite ſatisfaction we diſcovered land, bearing from Eaſt South Eaſt, to Weſt North Weſt, at the diſtance of ſix leagues: but it was ſo very hazy, that the iſland was imperfectly diſcerned: in clear weather, the high land of Owhyhee can be ſeen at the diſtance of twenty leagues.

We had, indeed, good reaſon to rejoice at the ſight of this iſland, as we were greatly reduced in the article of proviſions. We had given ſo large a portion of our ſtores to the Iphigenia, and our paſſage to the iſlands not being ſo quick as we had expected, the idea of that plenty, and thoſe comforts which, as it were, waited our arrival there, filled every heart with joy and gladneſs.

As we approached the iſland of Owhyhee, a perſon who had never viſited this part of the globe, would have ſeen nothing by which he could be led to ſuppoſe that it was the ſeat of luxurious abundance.—

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The high, mountainous appearance of the land, and the blackneſs caſt over it from the fog and vapour, threw ſuch a gloom on the whole ſcene, as to afford no expectation of hoſpitality from the inhabitants, or refreſhment from cultivation. 1788. OCTOBER.

It was too late in the evening to cloſe in with the land; we therefore hove to for the night, at about the diſtance of four leagues from the ſhore, and waited with extreme impatience for the morning.

On the 18th, at day-break, we bore up, and proceeded under a gentle ſail to cloſe in with the land, which we accompliſhed about nine o'clock; when the late barren and unfriendly proſpect was ſucceeded by a ſcene that might ſuit the fablings of poetry and romantic fiction. The hazineſs of the morning did not obſcure the varied landſcape before us. The great mountain, or Mouna Kaah, which is ſituated on the North Eaſt part of the iſland, was cloathed in clouds, which ſeemed, as it were, to be rolling down its declivity; while its ſummit towered above the vapours, and preſented a ſublime object of nature:—from its baſe to the ſea was a beautiful amphitheatre of villages and plantations, while the ſhore was crouded with people, who, from the coolneſs of the morning, were cloathed in their party-coloured garments. Some of them were ſeated on the banks to look at the ſhip, while others were running along the ſhore towards the little ſandy patches where their canoes are drawn up, in order to come off to us. We now hove to in the entrance of Toe-yah-yah Bay, which is ſituated on the Weſtern ſide of the iſland, and conſequently defended from the violence of the trade-winds: nor was it long before a conſiderable number of canoes came off to the ſhip, with hogs, young pigs, taro-root, plantains, ſugar-cane, and a few fowls. Saturday 18

1788. OCTOBER. It was my intention to draw the ſupplies of pork from this iſland, and then proceed to Oneeheow, to procure a ſufficient quantity of yams for the remainder of our voyage. In conſequence of this determination, a very briſk trade was carried on with the natives, and before night upwards of four hundred hogs were purchaſed. The decks were loaded, and the boats filled with them and the vegetables, which alſo made a part of our preſent traffic. Indeed, ſuch was the profuſion of theſe articles which were brought to us, that many of the canoes returned without being able to diſpoſe of their cargoes.

Among the multitude which viſited us on this occaſion, I obſerved but one perſon of rank: he came in a double canoe paddled along by twelve men, and accompanied by his wife and two young female children. He brought very large hogs, and a large quantity of cocoa-nuts, which he ordered on board the ſhip, and immediately followed his preſent, accompanying it with the moſt friendly expreſſions and offers of further ſervice.—We were not dilatory in making him a ſuitable return; and having thus won his confidence, I enquired of him concerning the preſent ſtate of the iſland, with a view to the advantage of Tianna. He very readily informed me that old Tereeobeo had been poiſoned, and that his ſucceſſor was Tianna's uncle. He alſo added, that in conſequence of this revolution, a very fierce war had taken place between the inhabitants of Owhyhee and thoſe of the iſland of Mowee, of which Titeeree was the reigning ſovereign.

In anſwer to his information, I thought proper to inform him that Tianna would ſhortly return to Atooi in ſuch a ſhip as mine, and that I had a preſent from him to the ſovereign of Owhyhee, which I deſired the chief would take upon himſelf to deliver, as a mark of Tianna's attachment to his uncle. By ſuch well-timed act of regard, I hoped

to

to perform a good office for my friend; and I have ſince underſtood that it produced effects equal to my moſt ſanguine wiſhes. But in order to give certainty to my commiſſion, I made my requeſt and delivered the preſent before a great number of the natives, which was alſo publicly *tabooed*: this arrangement was made in order to prevent the chief from keeping the preſent himſelf, or ſubſtituting another of inferior value. 1788. OCTOBER.

By ſunſet we had purchaſed a ſufficiency of freſh proviſions to laſt us to China; we therefore prepared to make ſail, in order to proceed to Atooi and Oneeheow: but the number of the natives, and the women in particular, were ſo great, not only covering the decks, where there was any room, but even clinging to the rigging, that we were under the neceſſity of bribing them with preſents of ſome kind or other to procure their departure. Some of the women took to their canoes, but the greater part plunged into the ſea, and ſwam to the ſhore.—The ſhip was no ſooner cleared of its viſitors, than it began to blow very freſh, when the top-ſails were reefed, and we ſtood under an eaſy ſail for the iſland of Mowee.

We now immediately ſet to work in killing the hogs, and ſalting down the meat for ſea-ſtore. We followed the mode preſcribed by Captain Cook, who would deſerve the gratitude of his country, of every maritime people, and of humanity at large, if his diſcoveries had been confined even to thoſe improvements he made in the interior government of ſhips and their crews. According to his directions, we ſalted down ſeveral casks of the fineſt pork in the world, which I am convinced would have kept to any length of time that it was poſſible for a ſhip to want it. We however made ſome ſmall improvement, which conſiſted

in

1788. OCTOBER. in preſerving the pork of a middle ſize, with the bones in it; but with the larger hogs we did not find an equal degree of ſucceſs. For this purpoſe the bone muſt be in a great meaſure, but not entirely, ſeparated from the meat, ſo as to permit the ſalt to penetrate well to thoſe parts of the fleſh which remain attached to the bone. We alſo found that ſalt alone, placed in layers, anſwered better than pickle; and we remarked that not only the heat of the ſun was unfavourable to this operation, but that the moon poſſeſſes alſo a putrefying influence.

Thurſday 23 Light winds prevented our reaching Atooi until the 23d at noon, when we anchored in Wymoa-bay. As we paſſed by the other iſlands, canoes continually came off to us with young pigs and ſugar-canes, which gave us an opportunity of completing our ſtock of the latter. It was indeed fortunate that we had laid in our ſtores of freſh proviſions at Owhyhee; as, on paſſing by Mowee, Ranai, Morotoi, and Woahoo, not one large hog was brought off to us:—In all probability there was not ſufficient time for that purpoſe as the ſhip was paſſing.—At Woahoo, indeed, we underſtood that the hogs, for ſome reaſon or other, of which we were not informed, were at that time under the *taboo*,—a kind of religious interdiction.

We had no ſooner caſt anchor in Wymoa-bay than it began to blow ſo very ſtrong as to prevent any canoes from coming off to the ſhip.—Indeed I had no other motive for ſtopping here but to inform Taheo, the ſovereign of it, that his brother Tianna would ſhortly return, and to make him ſuch preſents, and take ſuch meaſures as might be of ſervice to the chief, on his arrival at his native country, which had been for ſome time in a ſtate of diſtraction, from the tyranny of its preſent government

During

1788. OCTOBER. Friday 24

During the whole of this day not a canoe appeared; but in the morning of the 24th, though it continued to blow very freſh, a canoe came off with two men and a girl: they brought a ſmall pig and ſome cocoa-nuts; nor was I a little ſurprized when the two men, on entering the ſhip, began to embrace my knees, and to cry out *Noota*, *Noota*; the name, as I have already obſerved, by which I was known in theſe iſlands, as well as on the American coaſt. They then burſt into tears, and enquired after Tianna.

From theſe people I learned that Taheo, growing infirm, ſuffered himſelf to be entirely governed by Abinui, who has been already mentioned in the memoir of our firſt voyage, and was the deadly foe of Tianna. Namaate-haw, another brother of Tianna's, and who was eſteemed, after him, the braveſt warrior of the Sandwich Iſlands, had fled with his brother's wife and children to a diſtant part of the iſland, to eſcape from the cruel power of Taheo; and that ſome part of their force was at this time in arms. It was, therefore, a very natural meaſure for Taheo to forbid all communication between his ſubjects and us, as he believed that we had brought back Tianna again; and an inhuman proſcription had been publiſhed, threatening him with inſtant death, if he ſhould land on that iſland. But notwithſtanding the *taboo*, theſe faithful people had ventured to come off to us, in order to inform Tianna, whom they ſuppoſed to be on board our ſhip, of his danger.—Beſides the artleſs manner in which theſe men told their ſtory, other circumſtances concurred to convince us of the truth of it. No canoes viſited us, and we heard the conchs reſounding from the diſtant hills,—a certain prelude of war.

Situated as we were, and without any other communication with the iſland but that which the zeal of theſe two men had led them to riſque

1788. OCTOBER. riſque from a principle of affection, we could only, by their means, inform Tianna's wife and brother of the approaching arrival of that chief, who would ſhortly return in a ſituation to ſupport them and himſelf againſt the unnatural proceedings of their tyrannic brother, and his inhuman miniſter. This conſolatory and encouraging intelligence they undertook to deliver, with certain preſents, to Namaate-haw, and the wife of Tianna; and having received ſuch as were provided for themſelves, they took an haſty leave, and paddled ſwiftly to the ſhore.

Till the 25th at noon, we remained in expectation of receiving ſome intelligence from the iſland; when not ſeeing a ſingle canoe in motion, we weighed, and proceeded to Oneeheow, where we anchored about ſix o'clock in the evening, nearly in the ſame poſition which we had occupied in the preceding year.

On arriving off this iſland we did not experience the operations of any prohibition againſt us; on the contrary, we were ſurrounded by a crowd of natives, among whom were many of our old friends, whom we perfectly recollected, ſo that the ſhip was very ſhortly filled with viſitors of all ages and both ſexes. But among ſeveral who expreſſed their joy to ſee us, and who retained the remembrance of our kindneſs to them, was that affectionate iſlander to whom ſome of our officers had formerly given the well-known, and I may add, honourable appellation of *Friday*; and if any of the companions of my former voyage ſhould peruſe this page, they, I am ſure, will recollect with ſomewhat of a grateful remembrance, the friendly and faithful ſervices of honeſt Friday. Thoſe ſervices he now repeated; indeed, on the firſt ſight of the ſhip, he ſwam off to make an offer of them, and they proved of the utmoſt importance to us.

We had at this time neither bread or flour on board, and depended on procuring a quantity of yams ſufficient to ſupply our wants during the remainder of the voyage. But as this was not the ſeaſon for them, and they were too young to be dug up, we ſhould have found it a matter of great difficulty to have obtained a ſufficient quantity, if our friend Friday had not undertaken the important negotiation. We, therefore, provided him with ſuch articles as were the moſt likely to forward our purpoſes; and, by his influence and perſeverance, aſſiſted with the bribes in his poſſeſſion, he perſuaded many of his friends to dig up the largeſt yams they could find, and bring them to market; ſo that we at length obtained ſeveral tons of theſe moſt neceſſary proviſions by the morning of the 27th; and at noon we prepared to put to ſea. 1788. OCTOBER. Monday 27

I am really at a loſs how to deſcribe the very marked concern, both in words and looks, that the inhabitants of this iſland expreſſed, when they were informed of our approaching departure. Friday, however, remained to the laſt, and with him I entruſted a letter to Captain Douglas, with the ſtricteſt injunction to deliver it into his own hands, whenever he ſhould arrive; which commiſſion he readily undertook, and faithfully performed, as will appear in that part of the Iphigenia's voyage which relates to the Sandwich Iſlands. The ſubject of this letter was to inform Captain Douglas of the political ſtate of Atooi, and to recommend ſuch arrangements reſpecting Tianna, as might tend to reinſtate him in his rights, or place him where he might be ſecure from the menaced injuries of his unnatural brother. Nor was Friday forgotten, whoſe fidelity and attachment were already known to Captain Douglas, who was an officer on board my ſhip during our firſt voyage. I now preſented that good fellow with ſuch articles as I well knew would afford him the ſatisfaction he deſerved; when, after ſecuring them in his *maro*, which is a cloth that theſe people wear round their middle, he plunged

1788. OCTOBER. into the ſea; and as he ſwam towards the ſhore, from time to time turned his head towards us, and waved one hand, while he buffetted the billows with the other.

The wind blew freſh from the Eaſt North Eaſt, when we weighed anchor, and very ſoon loſt ſight of the iſland of Oneeheow.

NOVEMBER. Sunday 16 We now purſued our voyage; and nothing occurred ſufficiently intereſting to merit a relation, until the 16th of November, when by ſeveral obſervations of the ſun and moon, and the moon and ſtars, our longitude was 146° 54′ Eaſt of Greenwich, and the obſerved latitude 21° 4′ North. —At this time we ſeldom ran leſs than fifty leagues a day, with very moderate and pleaſant weather.

Our chief occupation, independent of the neceſſary attention to the courſe of the ſhip, was to dry and air the skins; a certain number being every day got up, ſpread in the ſun, and then re-packed in the casks. In performing this buſineſs, we had the ſatisfaction to find that very few of theſe furs were damaged; which fortunate circumſtance we attributed to our great care in ſeeing them packed in dry casks, and keeping them ſecure from all damp.

Wednesday 19 On the 19th of November, we, for the firſt time, experienced ſome alteration in the wind. It blew ſtrong from the Weſt; though it did not remain long in that quarter, but veered all round the compaſs; when it at length ſettled in the Weſtern quarter, and blew ſo very hard, that we were obliged to lay to. This gale ſplit our main top-ſail, and did Thurſday 20 not ſubſide till the following day, when it veered again to the Eaſt, and we purſued our courſe.

It now became a matter of very neceſſary attention to make preparation for thoſe tempeſtuous ſeas which we were about to enter. The old ſails were accordingly unbent, and a new ſuit brought to the yards; for it is well known to thoſe who are acquainted with the navigation of the China ſeas, that a paſſage to Canton often depends on the goodneſs of a top-ſail or a courſe. The change of the Monſoons, indeed, was over; yet even after that dangerous period, very violent gales of wind prevail in theſe ſeas; nor does the North Eaſt monſoon, which had now taken its turn, acquire that ſteadineſs which precludes all danger, till the month of December. 1788. NOVEMBER.

The wind did not fix ſteadily in the Eaſtern quarter till the 21ſt, which alteration I attributed to our near vicinity to the Ladrone Iſlands, which are known, at times, to alter the current of the trade-winds. Friday 21

DECEMBER.

We continued our courſe, without any material occurrence, till the 1ſt of December; when in the evening of that day, we made the iſlands of Botol Tobago Xima. The weather was very dark, hazy and unpleaſant; nor could we get more than a glimpſe, as it were, of theſe iſlands, which however proved ſufficient for us to aſcertain them. By our lunar obſervations, brought forward, we were ſix leagues to the Eaſt when we made them. Monday 1

The neceſſity of making theſe iſlands has been mentioned in that part of the voyage which treats of the various routes into the China Seas from the Pacific Ocean. The ſight of them which we had obtained was, however, ſufficient to juſtify our running during the night; and as there is no other but the iſlet, named Little Botol, to the Eaſtward of them, we were ſatisfied as to its identity; and accordingly bore up to clear the dangerous rocks of Ville Rete, which we eſtimated to bear

1788. DECEMBER. South Weſt by Weſt, thirteen leagues from this iſland. The clouds were uncommonly black, and the night had every appearance of bringing ſtorm and tempeſt along with it.

About eight o'clock, our expectations were verified, as it began to blow very violent from the North Eaſt, with heavy rain. We, however, purſued our courſe, ſteering South Weſt, which is a point more Southerly than the rocks bore off us. Indeed, I am clearly of opinion that a ſhip in this ſituation, has no alternative but running; for if ſhe is hove to, the violent and rapid currents might drift her ſo far to the Southward, —in addition to her natural drift, occaſioned by the wind and ſea,—that her entrance into the China Seas would become very dangerous; and, of courſe, her paſſage to Canton be rendered very uncertain. For though it may be by no means a deſirable circumſtance to run in a dark and tempeſtuous night through this narrow channel, yet I do not heſitate to adviſe it in the ſtrongeſt manner, if the iſlands of Botol Tobago Xima have been ſeen at any time during the preceding evening.

The ſtorm continued, with unabating violence, till twelve o'clock; during which time, we purſued our courſe to the South Weſt, under cloſe reefed top ſails and fore-ſail, and hauled our wind to the Weſt North Weſt, with as much wind as the ſhip could well bear her courſes, having as we ſuppoſed, entered the China Seas. At one o'clock it blew with ſuch encreaſing violence, that we could very ill carry the ſail we had aboard; but let the conſequences have been what they might, it was indiſpenſably neceſſary to proceed in this manner, in order to ſecure our paſſage to Canton, the wind hanging as it did ſo far to the Northward.

At midnight our latitude, by eſtimation, was 21° 30′ North, which was as near as we could, with any degree of prudence, round the dangerous

gerous rock of Ville Rete: and, at one o'clock, when we hauled up, we experienced ſuch an heavy ſea, that it became impoſſible for us to ſteer an higher courſe to the Northward than Weſt by North, though the wind was at North North Eaſt: at leaſt we could not take any other courſe which would not have prevented the ſhip from going through the ſea. Beſides, as we had reaſon to fear an oppoſing current, we were not without apprehenſions as to our paſſage to Canton. 1788. DECEMBER.

On the 2d of December, at day break, there was no appearance of land.—We had, therefore, every reaſon to believe that we were conſiderably advanced in the China Sea; but our apprehenſions of being driven to the leeward of Canton did not entirely ſubſide till the 3d, when the weather moderated, and the wind veered to the North Eaſt. At noon, our latitude was 22° 7′ North, which evidently proved that we had not experienced any unfavourable current. We now hauled up North Weſt by Weſt, in order to make the coaſt of China. Tueſday 2 Wedneſday 3

On the 4th, the long expected land of China appeared, and we beheld a ſight of the moſt pleaſing novelty to us, which was compoſed of innumerable fiſhing-boats diſperſed over the ſea. We paſſed by many of them; but they are ſo well acquainted with European ſhipping of the largeſt ſize, that they did not ſuffer their attention to be in any degree interrupted by ſo ſmall a veſſel as the Felice. Thurſday 4

As the China coaſt is already ſo well known, I ſhall not delay the concluſion of my voyage by any obſervation, but proceed to relate that we purſued our courſe during the 4th; when, in the evening, the Lema Iſles were diſcovered at about the diſtance of four leagues. As I was already acquainted with this navigation, we continued our courſe during the night between thoſe iſles, which is, beyond all compariſon, the beſt paſſage;

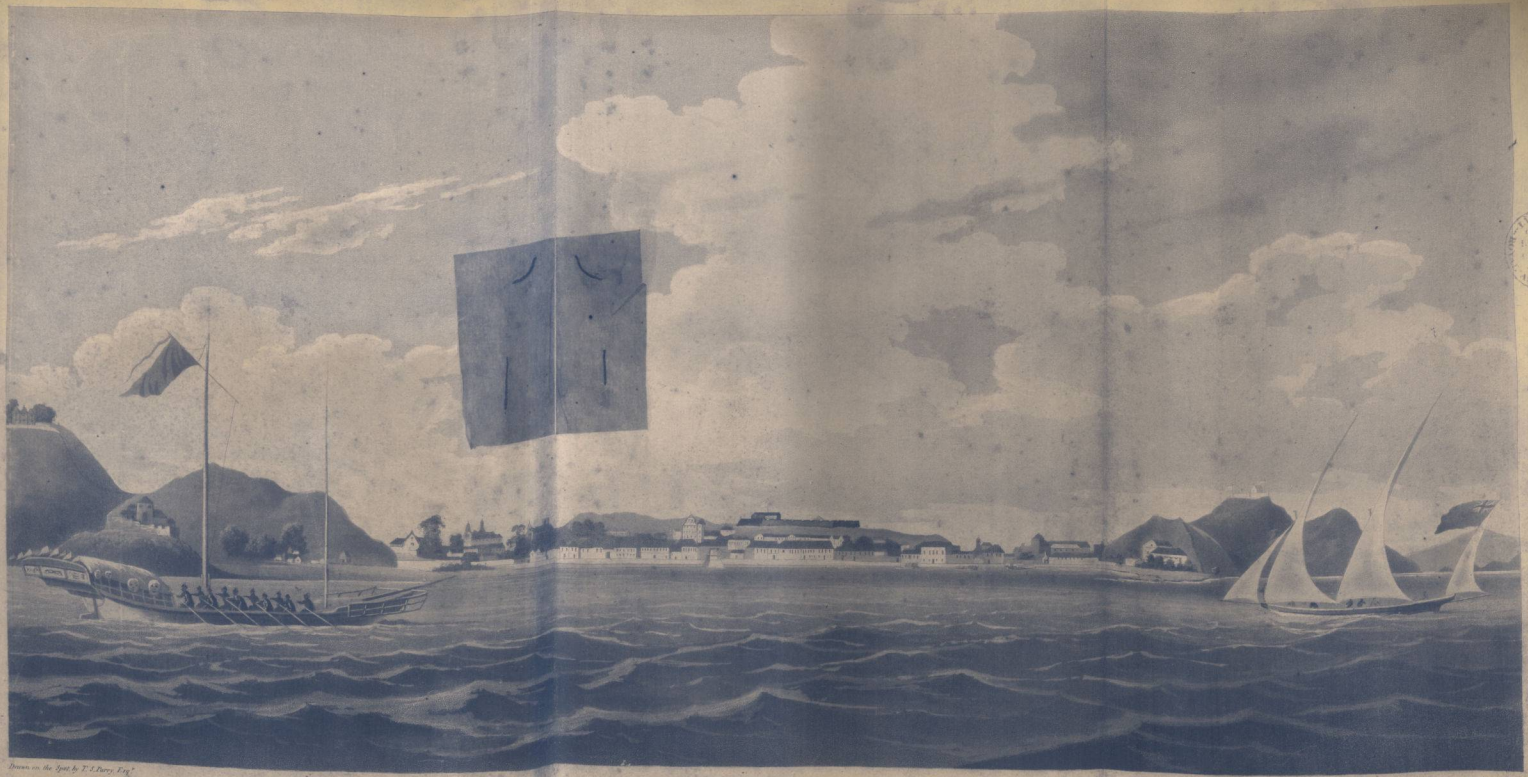
1788. DECEMBER. Friday 5 paſſage; and in the evening of the following day, we happily anchored in the roads of Macao, the town bearing North North Weſt, at the diſtance of three leagues; when an expreſs was immediately forwarded to Canton, to inform our friends of the ſafe arrival of the Felice.

And here I muſt take leave of the reader, whoſe kind attention has followed me through this long and various voyage; and of which, indeed, as the two ſhips were obliged to ſeparate at Samboingan, I may be ſaid only to have performed a part. — The ſhare which Captain Douglas had in it will be related in the following chapters.

I. Walls fecit

Peak of Lantao, near the Entrance of the Bocca Tygris, Drawn on the Spot by T. S. Parry, Esqr.

bearing N.E. ½ E. distant 8 Miles. ——— Pub: Augt. 16. 1790 by J. Walter, No. 169, Piccadilly. { Small Islands of Taipak, & Botow.



Drawn on the Spot by T. S. Parry, Esq.r

J. Wells Aqua.ta fec.t

A View of the City of Macao.

Published as the Act directs by J. Walter, 1[illegible] Piccadilly Aug.t 1790.

VOYAGE

OF THE

IPHIGENIA, CAPT. DOUGLAS,

FROM

SAMBOINGAN, TO THE NORTH WEST COAST OF AMERICA.

CHAP. XXVI.

The FELICE *departs from Samboingan.—The ſubſequent Conduct of the Governor to Captain Douglas.—Part of the Crew confined, and the Ship detained by his Orders.—His unwarrantable Conduct.—The* IPHIGENIA *ſails from Samboingan.—Arrives off a ſmall Iſland, now named Johnſtone's Iſland.—Communication with the Natives, and a Deſcription of them.—Tawnee, a Sandwich Iſlander, on board the* IPHIGENIA, *falls ſick and dies. Sickneſs of the Crew.—Paſs through the Pelew Iſlands.—Communication with the Natives.—An affecting Circumſtance, unknown to Captain Douglas.*

IN the narrative of the former voyage it has been related, that on the 12th of February the Felice left the Iphigenia at Samboingan, preparing to take on board her fore-maſt, and then to proceed on her voyage.—The cauſes which occaſioned the ſeparation of the two ſhips have already been mentioned; and the orders delivered to Captain Douglas on the occaſion, are inſerted in the Appendix.——The following pages, therefore, contain the voyage of the Iphigenia after ſhe was left by her conſort,

1788. FEBRUARY. Tueſday 12

1788. FEBRUARY. conſort; which, we have reaſon to think, will be found to contain ſome important information relative to the geography and commerce of the North Weſt Coaſt of America.

The Felice was no ſooner ſailed from Samboingan, than the governor of the place aſſumed a very improper and ungenerous mode of conduct towards the ſhip that remained. The diviſion of our force had encouraged him, as we ſuppoſe, to ſome unwarrantable proceedings, which ſhortly ended in a rupture on both ſides, to the great injury of the proprietors.

The Iphigenia had received her maſt on board and was ready for ſea Tueſday 19 on the 19th. She had alſo obtained ſeveral bags of rice, a quantity of vegetables, and ſome cattle from the governor.

As we had been informed that the moſt acceptable preſent we could make to the governor in return for his civilities and attentions to us, would be a few bars of iron, I accordingly left ſix bars with Captain Douglas, deſiring him to add as many more, to compoſe the intended compliment, and to draw bills on Canton for the amount of any expences which might have been requiſite for the ſhip and her crew.

Captain Douglas accordingly waited on the governor, and invited him to dine on board the Iphigenia, previous to her departure. The invitation was accepted, and the entertainment paſſed off, to all appearance, with the moſt perfect ſatisfaction to all parties. In the evening the company adjourned, by the governor's invitation, to a ball on ſhore. But under the guiſe of politeneſs and hoſpitality, the ſubtle Spaniard was watching to take any advantage in his power; and on diſcovering that the principal part of the cargo conſiſted of iron, he turned his thoughts to the acquiſition of that valuable metal;—valuable indeed it might

might be called, for it purchaſes gold at Magindanao.—The King of Spain has prohibited this article from being ſold throughout the Philippines by any perſon whatever, except his own commiſſioners, who take care to make it a matter of very coſtly purchaſe: the governor was, therefore, determined to ſeize the preſent favourable opportunity of procuring it on the very advantageous terms he conceived to be in his power. So that when an officer was ſent on ſhore the following day to ſettle the account,—which did not, we believe, amount to more than two hundred and fifty dollars,—the governor at once threw off the maſk, and not only declared that the whole of his demand ſhould be paid in iron, but that he would fix the price, and arrange the weights according to his own pleaſure. 1788. FEBRUARY. Wedneſday 2.

Such was the anſwer which the officer was going to take back, when he and his boat's crew were arreſted by a file of ſoldiers, and conveyed to a dungeon. The continuing delay of this officer's return, induced Captain Douglas to ſend another boat on ſhore to learn the cauſe of his detention; when the ſecond party ſhared the fate of the firſt. At the ſame time the governor ſent off a large proa, with fifty men, to take poſſeſſion of the ſhip; and had not Captain Douglas been alarmed for the conſequences to his people on ſhore, as well as to ſome of them who were placed in a conſpicuous part of the boat, he would certainly have ſunk her; which might have been done without much difficulty. He, however, thought it beſt to let this armed force approach without any interruption, and to ſuffer the Spaniſh ſoldiers to come quietly on board and take poſſeſſion of the ſhip.

In conſequence of theſe very extraordinary proceedings, Captain Douglas went on ſhore himſelf, to enquire into the cauſe of them: when the governor informed him that his ſole object was to ſecure the payment

1788. FEBRUARY. of his bill in iron; and that the ſhip ſhould not be ſuffered to depart till the iron was landed. It was in vain to repreſent that he had himſelf engaged, on their firſt arrival, to take bills for whatever they might wiſh to purchaſe. It was fruitleſs to urge the cruelty and injuſtice of invading the cargo of a veſſel which had come in an aſſured confidence to his port, and by which the principal advantages of her voyage might be loſt:—He was too determined in his baſeneſs to liſten to theſe ſuggeſtions; and Captain Douglas was obliged to return on board, and order ſeventy-eight bars of iron on ſhore, which was nearly half his cargo, together with one hundred and twenty dollars, which he collected in the ſhip. But the buſineſs was not yet finiſhed;—for the governor was very peremptory in his aſſurances that he would be abſolutely paid in nothing but iron.—To ſuch an exaggerated impoſition Captain Douglas refuſed to ſubmit; and threatened, in the moſt ſerious manner, if the governor perſiſted in his unwarrantable deſigns, that he would throw the ſhip on his hands. This reſolution brought the Spaniard to reaſon, who conſented at length to receive the iron and the dollars, and gave orders to withdraw the ſoldiers from the ſhip: he nevertheleſs contrived to retard their departure till Captain Douglas had ſent him ſome wine, which he had previouſly promiſed him; and it was not before he had received this trifling preſent that he releaſed the people from their confinement.

Such was the conduct of the governor of Samboingan: but, indeed, no other treatment was to be expected; as it is well known by every commercial nation, that the ſubjects of his Catholic Majeſty, diſperſed through
Friday 22 India, are the refuſe of mankind. It was, therefore, the 22d of February before the Iphigenia departed. On that day ſhe weighed anchor and put to ſea, without expending a grain of powder to do honour to ſuch diſhonourable people.

On the 1ſt of March the Iphigenia had made a very inconſiderable progreſs on her voyage. She had been retarded by light and variable winds; while the numerous iſlands which ſhe hourly ſaw and approached, made the navigation not only difficult but tedious, as ſhe was obliged to proceed with the utmoſt care and precaution. 1788. MARCH. Saturday 1

On the 2d of March, ſhe fell in with a very dangerous reef of rocks, which extend Eaſt and Weſt nearly ten miles. Theſe rocks bear no place on any of the charts we had in our poſſeſſion, and are out of the water about the ſize of a ſhip's hull. The centre of them lies in the latitude of 4° 10′ North, and longitude, by ſeveral lunar obſervations, of 126° 39′ Eaſt of Greenwich. In the poſition which the ſhip occupied, there was a ſtrong current ſetting to the South Eaſt. Sunday 2

They continued their courſe amidſt this archipelago of rocky iſlets till the 6th; when at noon of that day, the latitude was 3° 45′ North, and the longitude 129° 7′ Eaſt. The variation of the compaſs was 2° 15′ Weſt. Thurſday 6

As they were proceeding to the Northward and Eaſtward on the 9th of March, a ſmall iſland appeared bearing Eaſt half North, at the diſtance of about ten or twelve leagues. They continued ſteering up with it till nine at night, when obſerving a great number of lights on the ſhore, Captain Douglas imagined that they were kept burning in order to induce the ſhip to ſtop. At eleven o'clock, it being conſidered as hazardous to run during the night, which was very dark, the ſhip was hove to, but no ſoundings could be obtained with fifty fathoms of line.—At break of day on the 10th, they made ſail to cloſe in with the land, when ſeveral canoes were ſeen approaching. They therefore again hove to, in order to permit the natives of the iſland to come on board.— Sunday 9 Monday 10

1788. MARCH. board.—For ſome time they kept at a certain diſtance, holding up cocoa-nuts in their hands; but they no ſooner ſaw the hatchets which were expoſed to their view in return, than the Iphigenia was favoured with an immediate viſit. From the whole of their conduct, it very evidently appeared that they had never before beheld ſuch an object as that which now engroſſed all their regard, as it called forth their utmoſt aſtoniſhment; and from the very great indifference with which they promiſcuouſly received every thing that was offered to them, it ſeemed as if the ſhip alone was the object of their attention.

It was intended that the Iphigenia ſhould remain off this iſland for a day, in order to get a ſupply of water, of which they were informed by the natives there was great abundance. In the afternoon the canoes returned with more cocoa-nuts and taro-root, and the inhabitants ſeemed to have learned, ſince their laſt viſit, the value of iron; as they now would take nothing but *Owaſhee*, *Owaſhee*, which is their word for that metal. They were entire ſtrangers to fire-arms; for on one of them expreſſing a wiſh to have a piſtol, Captain Douglas diſcharged it;—which alarmed him to ſuch a degree, that when it was held towards him, he kiſſed the barrel, but could not be perſuaded to lay hold of it.

This iſland, which was now named Johnſtone's Iſland, lies in the latitude of 3° 11′ North, and in the longitude of 131° 12′ Eaſt. It conſiſts of low land covered with verdure, and cocoa-trees, and is about a league in circumference. One tree in particular riſes above the reſt, and appears at a diſtance like a ſhip under ſail.—What the iſland produces, beſides cocoa-nuts and the taro-root, was not diſcovered, as the inhabitants brought nothing to barter but thoſe articles.—The natives did not appear to exceed the number of two hundred, and are a ſtout, robuſt people. Their canoes, which held twelve or fourteen of them, were exactly

exactly the ſame as thoſe of the Sandwich Iſlands; and the people not only diſplayed the ſame activity in the water as the Sandwich Iſlanders, but made uſe of ſeveral expreſſions which Tianna readily underſtood. A fine breeze ſpringing up, Captain Douglas gave up his deſign of taking in water at this iſland, and continued his courſe to the Eaſtward. 1788. MARCH.

The Iphigenia proceeded in her voyage with very little variation of weather, till the 16th; when Tawnee, a Sandwich Iſlander, from his watchful care and anxiety during Tianna's illneſs, was now ſick himſelf. Several of the crew were alſo in the ſame ſituation; and the firſt officer, who had been ill upwards of a month, was not yet recovered; and there was every reaſon to fear a general ſickneſs throughout the ſhip. Tianna was now entirely recovered, and owed the re-eſtabliſhment of his health to the Peruvian bark, which operated almoſt miraculouſly upon the chief of Atooi. The latitude from obſervation was 2° 0′ North, and the longitude 136° 48′ Eaſt. Sunday 16

The poor amiable iſlander at length baffled all the care which was beſtowed upon him.—A continual bleeding at the noſe was the firſt ſymptom; and when that ſtopped, a fever ſucceeded, which ſeemed for ſome ſhort time to yield to the bark; but the diſorder at length triumphed, and Tawnee was the victim. About one o'clock, on the 23d, he quitted this world, and was conſigned, with the regret of every one on board, to a watery grave. Sunday 23

From a continuance of light and variable winds, with occaſional calms, the Iphigenia advanced but very ſlowly on her voyage: It was therefore determined on the 28th, particularly as the ſickneſs on board ſeemed rather to increaſe, to take every advantage of getting to the Northward. The ſhip was therefore put on the other tack, and though ſhe did not Friday 28

make

1788. MARCH. make better than a North Weſt, and ſometimes a North Weſt by Weſt courſe, ſtill it was better than continuing under that which had been attended with ſuch diſcouraging circumſtances.

Saturday 29 Sunday 30 On the 29th, they had light airs and calms, with frequent ſqualls of rain; on the 30th there was a moderate breeze from the Northward and Eaſtward, accompanied alſo with ſqualls and rain, which continued to prevail through ſeveral ſucceeding days.

Monday 31 On the 31ſt, the wind varied from North Eaſt to Eaſt North Eaſt; and ſometimes North North Eaſt;—and, as they were approaching a groupe of iſlands, called the Carolines, Captain Douglas gave orders to bend the beſt bower and ſtream cables, and to keep a very ſtrict look-out, as there would be great danger in ſqually, thick weather, and at the change of the moon, among a heap of low iſlands which had never been accurately ſurveyed. It was thought neceſſary therefore to run every riſk to get to the Northward, in order to obtain variable winds, and to get as ſoon as poſſible from a vertical ſun, and into more temperate weather.

APRIL. Wedneſday 2 On the 2d of April, a freſh breeze ſprung up from the Northward and Eaſtward, with ſqualls and heavy rain; but about ten o'clock in the morning the clouds diſperſed, and from the medium of ſeveral very good diſtances of the ſun and moon, the longitude was 134° 36′ Eaſt of Greenwich, and the obſerved latitude 7° 25′ North.

Thurſday 3 On the 3d, they had a fine breeze, with clear weather: at half paſt four in the afternoon ſaw land; and at ſun-ſet its extremities bore from Weſt South Weſt to Weſt by North, diſtant about ſeven or eight leagues. As the Iphigenia began to be in want of wood, and in the hope

of

of obtaining roots, of ſome kind or other, as well as cocoa-nuts, Captain Douglas determined to take this opportunity of ſupplying the ſhip. Accordingly, at eight in the evening, orders were given to ſhorten ſail, and heave the main-topſail to the maſt. 1788. APRIL.

At day-break on the 4th, two low iſlands were ſeen, covered with trees, bearing North Weſt by Weſt, at the diſtance of ſeven or eight leagues. The land obſerved the preceding evening, now bore Weſt South Weſt, at the diſtance of ten or twelve leagues. As the latter appeared to be high land, and of conſiderable extent, it was conſidered as the moſt likely to afford ſome place of ſhelter and ſecurity; but on a nearer approach, it was diſcovered to conſiſt of a cluſter of iſlands; they therefore hauled their wind and ſtood for the two low iſlands. Friday 4.

At ſeven in the evening ſeveral canoes were ſeen coming from them towards the ſhip.—When they came alongſide, they were preſented with a ſmall hatchet and two or three knives, which they took, and gave in return their whole cargoes, which conſiſted of nothing but two or three pieces of taro and a few cocoa-nuts.—In addreſſing themſelves to the people in the ſhip, they appeared to repeat the words *Engliſh* and *Moore*,* which were naturally ſuppoſed to allude to myſelf, as it was then imagined that I had paſſed through theſe iſlands, and in my paſſage had obtained ſome communication with the natives.

As there was no poſſibility of approaching the South Eaſt ſide of either of theſe iſlands, they ſtood to the Northward, in order to get round a reef of rocks, and to examine the North Weſt ſide of the largeſt of theſe iſlands; but on advancing towards it, reef appeared within reef, and from

* Or probably *Mora mey*, which ſignifies in the Pelew language, *Come to me.*

1788. APRIL. from the maſt-head, a range of rocks were ſeen, extending to the Northward and Weſtward as far as the eye could reach.—The rock they were endeavouring to weather, was now about a league under their lee; they therefore hauled their wind to the North.

Several canoes ſtill followed the ſhip cloſe, and, for a few nails, which were lowered over the ſtern in a baſket, a return was made of an inconſiderable number of cocoa-nuts.—The people in one of the canoes were indeed diſpoſed to play the rogue, and when they had got poſſeſſion of the nails, refuſed to make any ſatisfaction. Captain Douglas therefore fired a muſket over their heads, when every one of them leaped inſtantly overboard, and remained under the lee of their canoe; while thoſe in the other canoes, as if they felt themſelves protected by their innocence, did not diſcover any ſigns whatever of terror or apprehenſion.

One of theſe boats continued to follow the Iphigenia for a long time, and one of the people cried out, from time to time, *Ecboo*, *Eeboo*, and exerted himſelf to the utmoſt in making ſigns for them to go back.—Indeed, when he perceived that all his endeavours were vain to perſuade them to return, his actions bore the appearance of a man in the moſt frantic diſtreſs.—After ſome time they obſerved another canoe, containing at leaſt twenty men, paddling towards them. At firſt they imagined that there were ſome Europeans on board, and accordingly hove to; but when it was diſcovered that there were none but Indians, they immediately made ſail, as the ſhip was drifting faſt towards the rocks under her lee:—the canoe however overtook them, and the people in her diſcovered the ſame eager anxiety with the other natives for the return of the ſhip; but as ſhe was at this time in a dangerous ſituation, very little attention was paid to the crying and continued entreaties of the iſlanders.

Captain

Captain Douglas was now among the Pelew Iſlands; a particular knowledge and admirable deſcription of which, we owe to the ſenſibility and talents of Mr. Keate.—The account of them written by that gentleman, from the information of Captain Wilſon, and other perſons belonging to the Antelope packet, which was wrecked on the rocks that ſurround them, has been ſo generally read, that I may ſpeak of the circumſtances which connect it with this page, as a matter of univerſal information.—Captain Douglas was ignorant that the Antelope had been loſt here; and that her crew on one of theſe iſlands built a veſſel, in which they returned to China. He therefore could not know that his countrymen had received every aid, comfort, and kindneſs which theſe hoſpitable iſlanders could afford; and that the ſovereign of them had entruſted his ſon to the care of Captain Wilſon, to return with him to England, to be inſtructed in the arts and manners of our country. Had he been acquainted with theſe intereſting occurrences, there is no doubt but his humanity would have exerted itſelf to the utmoſt, in order to contrive ſome further communication with them;—for who can have the leaſt doubt but that the canoes which followed the Iphigenia were ſent to receive Lee Boo; or at leaſt, to hear ſome intelligence concerning him; and that the native who has been deſcribed as calling after the ſhip, and employing the moſt frantic actions, when he found that he called in vain, was any other than Abba Thulle, the father of the young prince, agitated by the moſt poignant ſenſations of diſappointment and deſpair. 1788. APRIL.

As no attention whatever had been then paid by the Eaſt India Company to Abba Thulle, for the kind and humane treatment afforded by him to the crew of their ſhip the Antelope, he may be ſuppoſed to have been ſuffering, for too long a time, the alternate impreſſions of hope and

1788. APRIL. fear.—It may therefore be conceived what his feelings were, when he firſt ſaw the diſtant ſails of the Iphigenia whiten in the ſun. It may alſo be imagined with what haſte his canoe was launched from the beach to bear him to the ſhip, and how ſwiftly ſhe was driven on to receive, as he might hope, a ſon, who was returned with the various knowledge and attainments of Europe, to adorn and improve his own country.—But it is difficult to conceive, as it would be impoſſible to deſcribe, what ſuch a mind as his muſt feel, when the Iphigenia proceeded on her way, and the people on board, occupied in avoiding the ſurrounding dangers, were as inattentive to his diſtreſs, as they were ignorant of the cauſe of it.—We muſt, however, be contented to ſympathize with the affliction of this amiable chief, as he returned in melancholy diſappointment to his iſland,—and continue to accompany the Iphigenia on her deſtined courſe.

At noon they had a very good obſervation, when the latitude was 8° 20′ North; the bearings of the different iſlands were as follow: the largeſt of the two iſlands, which Captain Douglas named Moore's Iſland, in honour of his friend Mr. Hugh Moore, bore South by Eaſt, half Eaſt, diſtant about five or ſix leagues; - two others, that were low and ſandy, and which he named Good Look-out Iſlands, bore Weſt South Weſt, half South, diſtant three or four leagues.—From the former to the latter is a reef of rocks, which runs in a North Weſt direction, to the diſtance of eleven or twelve leagues, and extends five leagues to the North of the other two.

Friday 4. At one o'clock in the afternoon they ſounded, and found that they were in eight fathom water; as the current ſet them to the Weſtward, they ſtood on, being apprehenſive, if they went on the other tack,

tack, that they ſhould risk the being driven down on the reef, which was at this time on their lee-beam; they therefore kept the lead going; and as the water was clear to the bottom, people were ordered to the maſt-head to give notice of any immediate danger, which might be eaſily avoided, as the ſea was ſmooth, and the day remarkably clear. 1788. APRIL.

At half paſt two Moore's Iſland bore South by Eaſt, diſtant fifteen leagues; and till ſix in the evening the ſoundings were from eight to twenty fathoms, over large rocks. The lead was kept going every half hour during the night, without finding any bottom; and in the morning they had a ſteady breeze, having got clear of all the rocks and ſhoals which they met with in thoſe unknown ſeas.—As they had ſeveral good obſervations of the ſun and moon the day before they made land, they were able to determine the latitude and longitude of Moore's Iſland, as well as of the reefs and ſhoals that extended to the Northward of it.—At noon, on the 3d, the latitude by obſervation was 8° 20′ North; Moore's Iſland then bearing South by Eaſt half Eaſt, diſtant five leagues. Good Look-out Iſlands bore at the ſame time Weſt South Weſt half South, diſtant three leagues; ſo that the former lies in the latitude of 8° 6′ North, and longitude, reduced by the log, 134° 6′ Eaſt; and the latter are in the latitude of 8° 13′ North, and the longitude 133° 58′. The great ſhoal extends to the Northward as far as 8° 45′;—to the Eaſtward 134° 13′; and to the Weſtward as far as the eye could reach from the maſt-head, ſhoal-water was viſible; which, in all probability, runs as far as the longitude of 133° 30′ Eaſt.

During the night no ſoundings were obtained with fifty fathoms of line. At eight in the morning, being in the latitude of Los Martines, they bore up a couple of points, in order, if poſſible, to get ſight of it Saturday 5

1788. APRIL. by noon;—but as there was no appearance of land, Captain Douglas hauled his wind, chuſing rather to ſubmit to the inconvenience which might ariſe from the want of wood, than risk his arrival on the coaſt of America too late in the ſeaſon. He therefore no longer thought of looking for an harbour among a groupe of iſlands where, perhaps, no harbour of ſufficient ſhelter and protection was to be found.

CHAP.

1788.
MAY.

CHAP. XXVII.

See the Iſland of Amluk.—See Land, which is miſtaken for Trinity Iſland. —A moſt violent Gale.—Deſcription of the Land.—See the Iſland of Kodiak.—See Trinity Iſland.—Arrive off the latter.—Viſited by two Canoes. —Send the Jolly-boat on Shore with an Officer, to try for Fiſh, which returned with a ſmall Quantity procured from the Natives.—See Cape Greville.—Paſs the Barren Iſlands.—Receive a Viſit from a Ruſſian and ſome Kodiak Hunters.—Run up Cook's River.—Communication with the Natives. —Diſpatch the Long-boat up the River.—Inſtructions to the Officer who commanded her.—Long-boat returns.—The IPHIGENIA *weighs Anchor and drops down the River.—Steer to the South-end of Montagu Iſland.—Stand in for Snug-corner Bay.—Several Canoes come off to the Ship.—Diſcover that the Ship Prince of Wales had quitted the Bay ten Days before, &c.*

NO event took place but the mere ordering and courſe of the ſhip, till the 30th of the ſucceeding month, when ſhe was arrived in Friday 30
latitude 50° 29′ North, and longitude 188° 26′ Eaſt of Greenwich.—The weather was moderate and hazy, and the wind ſettled at North Eaſt. Early in the morning they ſaw the Iſland of Amluk, bearing North by Eaſt, at the diſtance of about twenty-four leagues. At nine o'clock they wore and ſtood in for the land. At noon the weather became clear, and they ſaw the land bearing North North Eaſt, diſtant from twenty to twenty-three leagues.

1788. MAY. Saturday 31 — On the 31ſt, they had light winds and calms; at ten o'clock in the morning the clouds diſperſed, and there was clear weather for half an hour; when an opportunity was taken to get a number of diſtances of the ſun and moon, from a medium of which the longitude was 190° 19′ Eaſt of Greenwich, and the obſerved latitude 50° 58′ North.

JUNE. Sunday 1 — The early part of the following day was clear and moderate; but the latter was cloudy, with freſh breezes. The crew were now buſily employed in airing and mending the ſails. The latitude was 51° 49′ North, and the longitude 193° 32′ Eaſt of Greenwich.

Monday 2 Tueſday 3 — A ſteady breeze from the Weſtward, continued with hazy weather through the whole of the 2d; and on the 3d they altered the courſe from North Eaſt to North Eaſt by North. The arms were now cleaned, and the arm-cheſt got off the deck into the cabin, to get them out of the way both of the ſeamen and the ſavages; for as they were approaching the land, there was good reaſon to expect a viſit from the latter.

Thurſday 5 — On the 5th, at day-light, Trinity Iſland was ſeen bearing North North Weſt, diſtant ſeven or eight leagues. At nine it bore South half Eaſt, ſix or ſeven leagues; and at noon the breeze which had blown all the morning to the North Eaſt, encreaſed to an hard gale; when the latitude, from an indifferent obſervation, was 56° 29′ North, and the longitude 204° 54′ Eaſt.

Friday 6 — At noon it blew hard, and the gale encreaſed, ſo that they were obliged to hand the fore-ſail and cloſe reef the main top-ſail: at eight in the evening, the extremity of the land from Cape Trinity, bore Eaſt North Eaſt, to North Weſt by Weſt, being diſtant from the neareſt land

land ſix leagues. At eleven o'clock wore the ſhip, and ſtood to the Southward and Eaſtward. At ſix in the morning Cape Trinity bore North North Eaſt, at the diſtance of about twelve or thirteen leagues. The gale continued to encreaſe, and at ſix in the evening, the ſhip wore and ſtood to the Northward. No obſervation was made on this day. 1788. JUNE.

At four in the morning, it blew an hurricane,—reefed and handed the main-ſail, and laid the ſhip to under a balanced try-ſail, and got three balance tackles on the gaff to ſupport it. At five, they ſaw the land, the extremities from Port Trinity bearing North North Weſt, to Weſt South Weſt, and Two Headed Point Weſt North Weſt,—diſtant from the body of the land twelve or fourteen leagues. At ſix they wore, and lay to on the larboard tack. It now blew the moſt tremendous ſtorm that had ever been ſeen by any perſon on board; and at four in the afternoon the gale not being in the leaſt abated, they got the top-gallant maſts down on deck, laying to with the head of the ſhip to the Southward and Eaſtward. About five the gale abated, but there was a moſt dreadful ſea ſtill running. At nine they made ſail, and got the top-gallant maſts and yards up. On the 8th, the wind ſtill continued to the Northward and Eaſtward, but rather variable. The land was ſeen bearing North Weſt, diſtant five or ſix leagues. The obſerved latitude was 56° 20′ North. Longitude 205° 36′ Eaſt. Saturday 7 Sunday 8

On the 9th, they had fair weather, with moderate and light breezes from the Eaſtward. The iſland which Captain Douglas took for Trinity Iſland, as it is in the ſame latitude and longitude which had been laid down, lies off the mouth of a large bay, ſurrounded with low land. The hills were covered with ſnow, while the low lands poſſeſſed the fineſt verdure, but not a tree was ſeen on the one or the other. In this bay there is a ſecure ſhelter from the North Weſt winds, which, had it been known, Monday 9

would

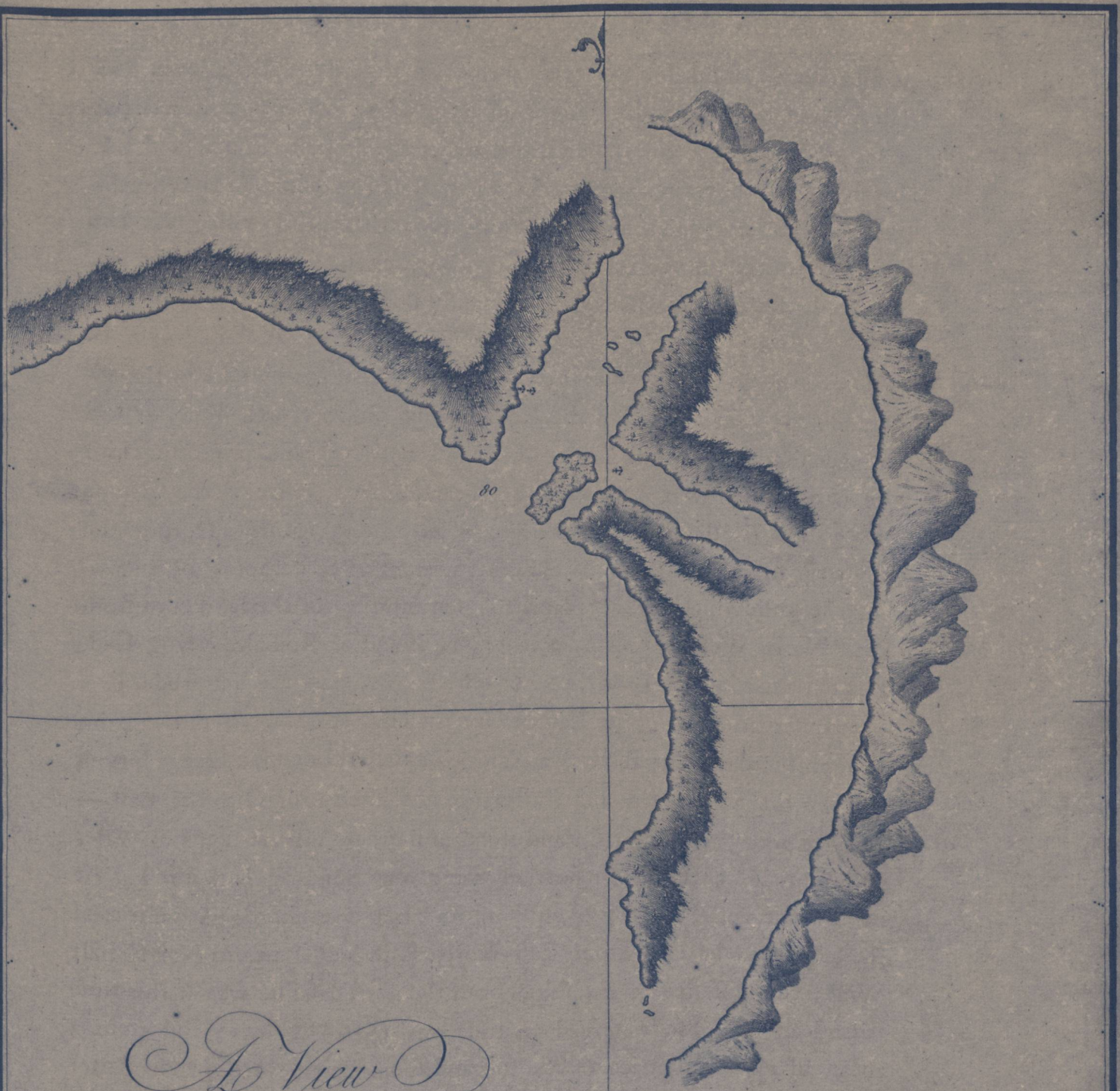
1788. JUNE. would have afforded a certain protection to the Iphigenia in the late violent gale of wind. This land forms part of the coaſt between Foggy Iſland and Trinity Iſland, mentioned by Captain Cook, and has by no means the barren appearance of the land which is to the Northward of Trinity Iſland, and the Southward of Cape Greville. As the wind continued to the Eaſtward, they plied to the windward, and ſtood into eight fathoms of water, with a ſandy bottom.

Tueſday 10 On the 10th the weather was moderate and hazy. At ſix in the afternoon they got a ſight of the land, bearing Eaſt North Eaſt, at the diſtance of about ten leagues. This land forms a cape projecting into the bay, which was now named Cape Hollings. It lies in the latitude of 57° 12′ North, and the longitude of 207° 3′ Eaſt. During the night no ſoundings could be obtained with ſeventy fathoms of line.—

Wedneſday 11 On the following day at noon, the extremities of the land bore from Weſt North Weſt to Eaſt by South; the Iſland of Kodiak bearing Eaſt. The obſerved latitude was then 56° 56′ North, and the longitude, by a lunar obſervation, 205° 36′ Eaſt of Greenwich. It had been rather calm through the day; but about five o'clock in the afternoon, a breeze ſprung up from the Southward and Eaſtward, and drew round to the Eaſt.—They worked up the coaſt, and ſtood in ſhore to nine fathoms of water with a muddy bottom, the current being very much againſt them.—At

Thurſday 12 noon of the 12th, Trinity Iſland bore Eaſt half South; the extremities of the continent bearing from Eaſt North Eaſt half Eaſt, to North half Weſt; the diſtance of the ſhip, from the neareſt land, was at this time ſeven leagues. The obſerved latitude was 56° 48′ North; and from a mean of eight diſtances of the ſun and moon about three quarters after twelve at noon, the longitude was 205° 5′ Eaſt of Greenwich.

At



A View

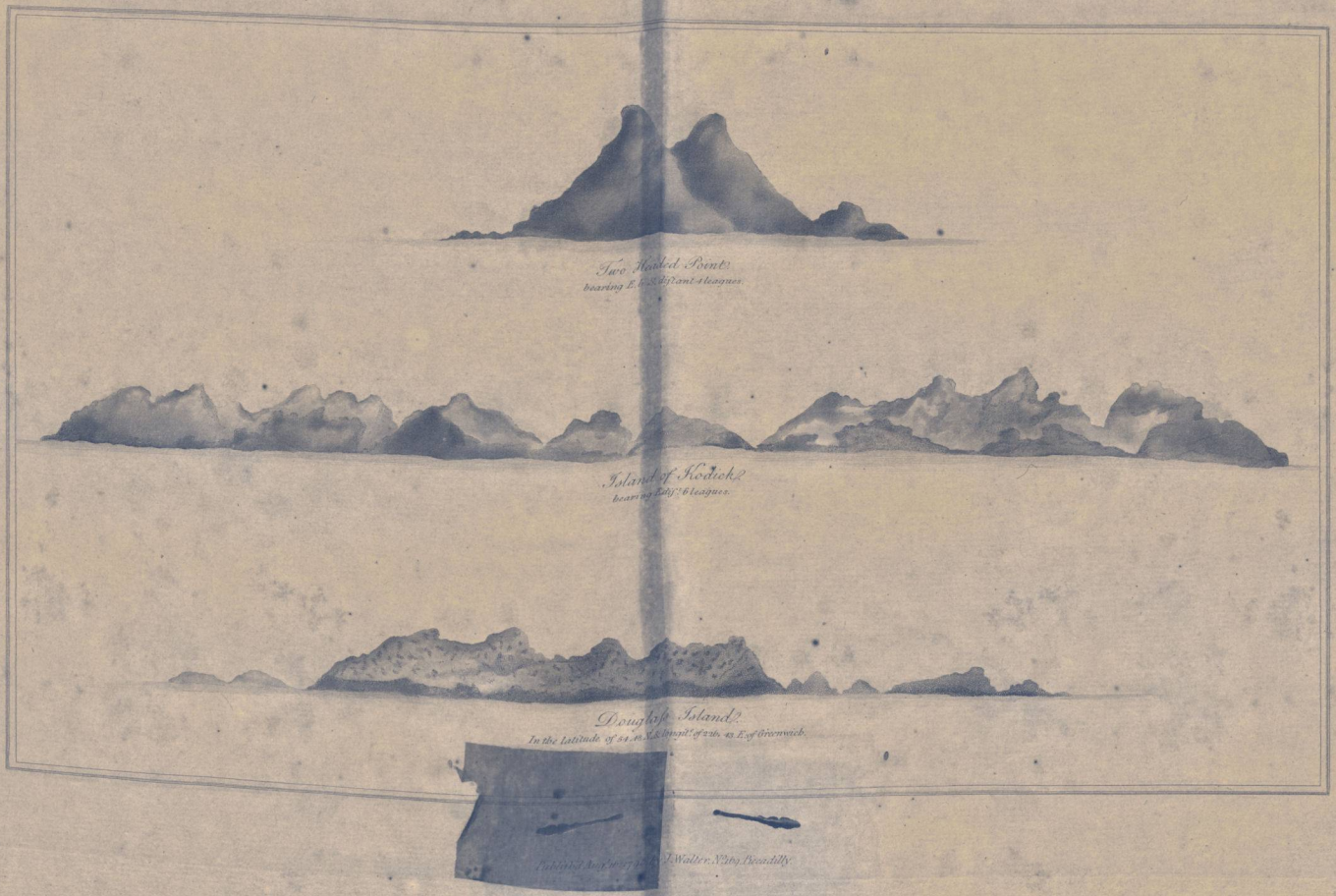
of

OTTER SOUND.

Latitude 55º. 45′ North.

Longitude 226. 30′ East *of Greenwich.*

Engraved by T.Foot.


Two Headed Point.
bearing E. by S. distant 4 leagues.
Island of Kodick.
bearing Eastf.t 6 leagues.
Douglass Island.
In the latitude of 54.48. N. & longit.d of 226. 43. E. of Greenwich.
Published Aug.t 10 1795 by J. Walter. No. 169 Piccadilly.

At ſeven in the evening, a fine breeze ſprung up from North North Weſt, as they were ſteering through the paſſage between Trinity Iſland and the main, when they had regular ſoundings from ſeventeen to ſeven fathoms, over a bottom of fine ſand. 1788. JUNE.

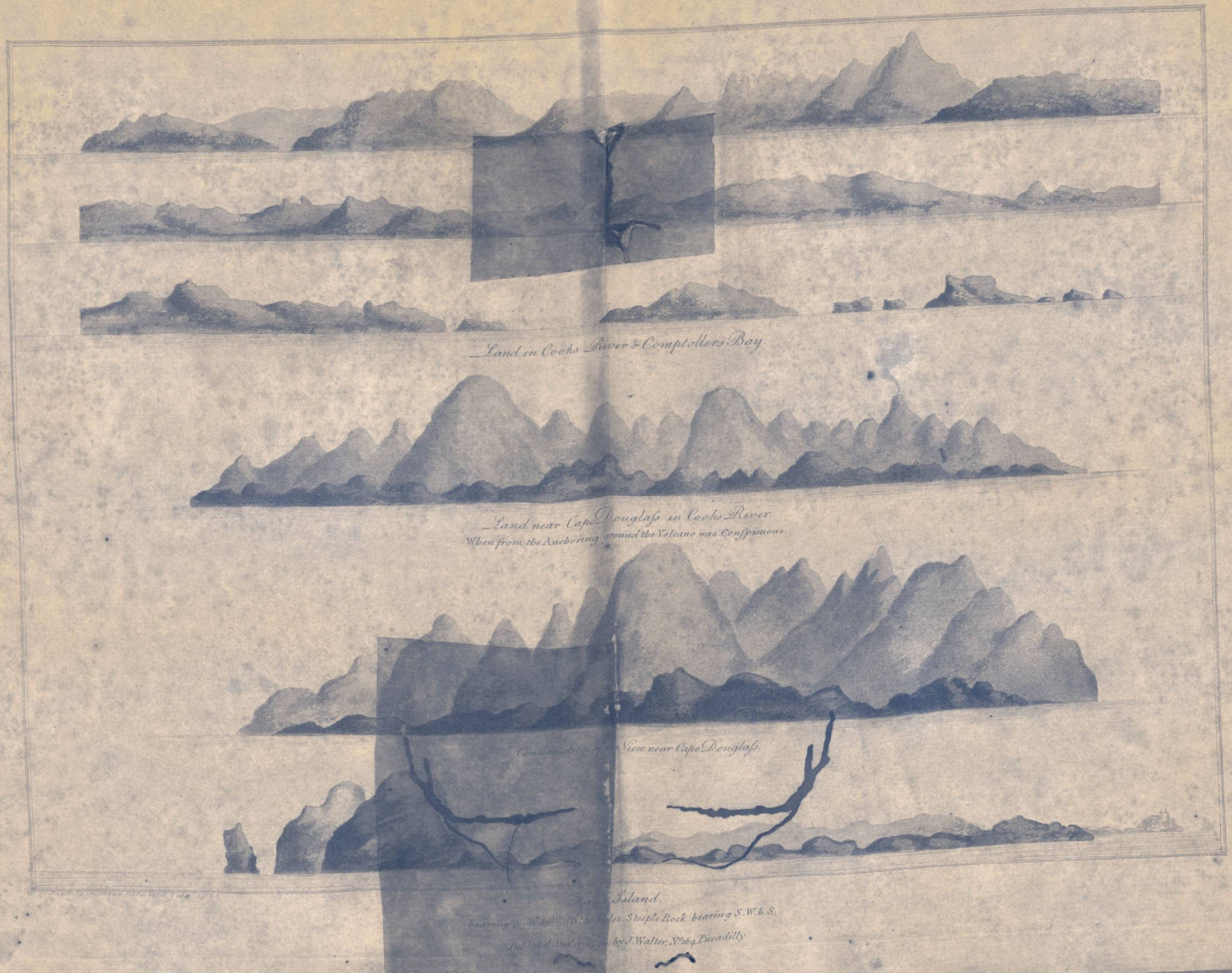
On the North ſide of the iſland towards the ſea, there is a very fine bay, where ſhips may run in with ſafety. Copious ſtreams of water were running from the mountains, and great quantities of drift wood lying along the ſhore. About eight a native came off to the ſhip in a ſmall canoe, and taking off the head of a ſeal which he wore on his own, he made them an obeiſance, and aſked them how they did, in the Ruſſian language:—when, having taken a ſurvey of the ſhip, he paddled back to the ſhore. Shortly after, another canoe with one man in it paid them a viſit; who, in return for a few beads, with which he appeared to be infinitely delighted, offered the ſkin of a grey fox; but not being able to make it faſt to the ſhip, as ſhe was at this time making a deal of way through the water, he took it back with him. This man did not ſpeak the language either of Cook's River or Nootka Sound.

They had in the morning of the 13th, light airs and calms, and at ten in the morning had cleared the paſſage. At noon, the obſerved latitude was 56° 45′ North; and longitude, from the reſult of ſeveral obſervations was, paſt noon, 206° 6′ Eaſt: the extremities of Trinity Iſland bearing from South Eaſt by Eaſt to South Weſt; and thoſe of the coaſt from Weſt South Weſt, to North North Eaſt, at the diſtance of four or five leagues. The variation of the compaſs was 24° 51′ Eaſt. At eight o'clock in the evening the extremities of the continent bore from South Weſt half South, to North North Eaſt. At nine they tried the current, and found it running four fathoms an hour. Friday 13

1788. JUNE. Saturday 14 It being calm and no ſigns of a breeze, and as they had no ſoundings at the ſhip, which was four leagues from the land, Captain Douglas ſent the jolly-boat with an officer on ſhore, to get ſome fiſh. At noon the extremes of the coaſt bore from South Weſt to Cape Greville North North Eaſt, and Trinity Iſland South Weſt by South, at the diſtance of ten leagues. At noon the obſerved latitude was 56° 59′ North, and the longitude 206° 3′ Eaſt. About one o'clock in the afternoon, a light breeze ſpringing up, the ſhip ſtood towards the ſhore, and a gun was fired, as a ſignal for the boat. At four ſhe returned with ſome halibut. Mr. Adamſon, the officer who commanded her, informed Captain Douglas that they had met with ſome fiſhing canoes, and that the people who were in them, parted very readily with what fiſh they had, but requeſted ſnuff in return, holding forth their boxes to be repleniſhed. At firſt it was ſuppoſed that they were Ruſſians; but on conſidering their dreſs, with the inciſion of the under-lip, it was very evident that they were either Kodiak hunters, or ſome of the natives of Cook's River:—Though two years before, ſnuff was a commodity to which the latter diſcovered an extreme averſion.

Sunday 15 On the 15th, the wind was from the Northward and Eaſtward, with a fog. At four o'clock in the afternoon a freſh breeze ſprung up, but the thick hazy weather continued through the day. About five on the

Monday 16 morning of the 16th, the weather cleared, when they ſaw Cape Greville on their beam, bearing Weſt, at the diſtance of nine leagues. They then altered their courſe to North North Weſt, with a fine breeze. At noon Cape Whitſunday bore Weſt half South. The extremities of the land from the iſland of Saint Hermogenes, bore North Weſt by North ten leagues, to South Weſt by Weſt. Here they ſaw ſeveral ſea-otters ſporting in the water, and great numbers of whales.—The latitude at noon was 58° 01′ North, and the longitude 207° 33′ Eaſt of Greenwich.


Land in Cooks River & Comptollers Bay.
Land near Cape Douglass in Cooks River.
When from the Anchoring ground the Volcano was Conspicuous.
Continuation of the View near Cape Douglass.
Kays Island.
bearing S. W. by W. dist. 10 Miles, Steeple Rock bearing S. W. b. S.
Published Aug. 1. 1790. by J. Walter, No. 169, Piccadilly.

Greenwich. At midnight they had a freſh gale from the Southward, when they paſſed the Barren Iſlands. At ſix in the morning two canoes came along-ſide from Point Bede, and ſhortly after a Ruſſian from the ſame place, with ſome Kodiak hunters. They brought a preſent of a dozen freſh ſalmon, and in return received a ſmall quantity of brandy and ſome tobacco. At noon, the extremes of the larboard ſhore bore from South half Weſt, to North Weſt by North; and thoſe on the ſtarboard ſide, from South South Eaſt, to North half Weſt; Cape Douglas bore Weſt half South; Mount Saint Auguſtine, North Weſt half Weſt; Point Bede, South Eaſt half Eaſt; and Anchor Point, North half Weſt; diſtant from the ſtarboard and neareſt ſhore about ſix or ſeven miles. 1788. JUNE. Tueſday 17

The latitude at noon was 59° 41′ North. They had light winds as they run up Cook's River; and about two in the afternoon ſeven or eight canoes came along-ſide, from a few huts that were a little way a-head of the ſhip. All the natives of this place were ticket-men, and immediately produced their tickets, as paſſports for good uſage;* but they were ſo poor as not to produce an inch of fur amongſt them. About three in the afternoon the tide ſet ſo ſtrong againſt them, as well as in ſhore, that they were under the neceſſity of dropping anchor in five fathoms and an half water, about two miles from the ſhore.—The extremities of the land were as follow:—The ſtarboard ſhore, from South by Eaſt, to North

* Theſe tickets are purchaſed by the Indians from the Ruſſian traders at a very dear rate, under a pretence that they will ſecure them from the ill treatment of any ſtrangers who may viſit the coaſt; and as they take care to exerciſe great cruelty on ſuch of the natives as are not provided with theſe inſtruments of ſafety, the poor people are very happy to purchaſe them on any terms.—Such is the degrading ſyſtem of the Ruſſian trade in theſe parts; and forms a ſtriking contraſt to the liberal and humane ſpirit of Britiſh commerce.

1788. JUNE. half Weſt: the larboard ſhore, from South South Weſt, to North Weſt by Weſt: Cape Douglas, Weſt by South: Mount St. Auguſtine, Weſt: Anchor Point South by Eaſt half Eaſt; diſtant ten or twelve miles.

Captain Douglas now ordered the boat to be hoiſted out, in order to go on ſhore to look for the watering-place, and obſerve the behaviour of the natives.—On landing, they found a ſmall river running by the ſide of the huts, and the natives very ſhy. About fifty or threeſcore of them ſat basking in the ſun, on the oppoſite ſide of the river, who took no notice whatever of the boat's crew. As the Iphigenia was in great want of wood and water, it was abſolutely neceſſary to remain in their preſent ſituation till a ſufficient ſupply was obtained of theſe eſſential articles.—Beſides, there were no more than two casks of beef, and one of pork, on board, to ſerve them the reſt of the ſummer, and, as it might happen, to carry them down to the Sandwich Iſlands. A ſupply of fiſh was therefore neceſſary to enable them to run the coaſt down to the Southward, where they expected to find abundance of furs; and this river was expected to yield plenty of ſalmon, which might be ſalted down for the remaining part of their voyage.

Wedneſday 18 It was deſigned, on the morning of the 18th, to move the ſhip higher up, ſo as to lie oppoſite the mouth of this river; but before the tide became favourable ſhe touched the ground; they therefore run out the kedge, hove up immediately, ſlipped the hawſer, and made ſail, when they found a bank on the outſide with only two fathoms and a half: it being at this time low water, the boat was ſent a-head to ſound; when they ran up the river about eighteen miles, and came to with the ſtream, over a ſandy bottom, and about a mile and an half from the ſhore, which had a ſteep beach. The boat was then ſent to find out the moſt convenient place for watering.

Soon after they had dropped the anchor, ſeveral canoes came from the huts which they ſaw yeſterday: and though the natives had nothing to ſell, they continued near the ſhip till the evening. Some of them, indeed, caught a few ſalmon, which were purchaſed with beads. It appeared as if theſe people were on the watch to prevent any of the natives up Cook's river from viſiting the ſhip.—The next day was employed in wooding and watering, clearing the hold, and brewing ſpruce beer. 1788. JUNE. Thurſday 19

On the 20th they had light winds and pleaſant weather.—In the morning they ſighted the anchor and moored ſhip, when all hands were employed in wooding and watering. The net was alſo hauled into the mouth of the river for ſalmon, but without ſucceſs. Friday 20

On the day following the ſame weather and occupations continued.—About three o'clock in the afternoon five canoes came down the river, and the people in them called out *Noota*, *Noota*, as ſoon as they got along ſide the ſhip. Five otter-skins were purchaſed of theſe ſavages, but they would take nothing except broad bar-iron; two feet of which were paid for each skin. Saturday 21

It appeared as if they were at war with the Ruſſians and Kodiak hunters, each of them being armed with a couple of daggers.—They earneſtly entreated Captain Douglas to go higher up the river; and gave him to underſtand that it was from the report of his guns, which he ordered to be fired morning and evening, that they knew of his arrival. They alſo informed him that they had got a conſiderable quantity of Natunichucks, or ſea-otter skins, but were afraid to bring them down, on account of the Ruſſians.

On

1788. JUNE. Sunday 22 On the morning of the 22d it blew a freſh gale, which raiſed ſo great a ſurf in ſhore, that it was impoſſible to get either wood or water to the ſhip.—All the casks being full on the beach, it was thought proper to leave four men, with the ſecond officer, on ſhore all night, to guard them. About midnight the wind ſhifted from South Weſt to Eaſt, and brought fair weather along with it.

Monday 23 On the 23d, the weather was cloudy, with light winds from the Southward and Eaſtward. They now got the water on board, and coiled the cables below. The long-boat alſo having received ſome damage, ſhe was hauled up on the beach, and the carpenters and caulkers employed in repairing her;—they were likewiſe ſet to work to prepare a couple of maſts and yards for her, as it was intended to diſpatch her up the river, as high as Point Poſſeſſion, on the information of the natives.

Tueſday 24 The long-boat being finiſhed, at four in the morning of the 24th, ſhe was launched, and at half paſt ten was diſpatched, with the turn of the tide, well manned and armed, on her intended expedition under the command of the chief officer. The inſtructions given to him by Captain Douglas were to the following purport:—

"He was ordered to proceed up as high as Point Poſſeſſion; to look into moſt of the ſmall bays or low lands in ſearch of inhabitants, and to barter his iron or beads for ſea otter skins, black foxes skins and ſalmon. If he met with any Ruſſians, he was inſtructed to treat them with civility, but at the ſame time to be upon his guard, and not to ſuffer either them or the natives to enter into his boat.—In caſe of bad weather, or if by any unforeſeen accident he ſhould be detained four or five days, Captain Douglas mentioned his deſign, at the end of that time, to follow him, with the ſhip, up the river, to Point Poſſeſſion; and that he

he ſhould fire guns to give him notice of his approach. The officer, however, was ordered to do his utmoſt to return to the ſhip at the end of five days. 1788. JUNE.

The carpenter and caulker being ordered on ſhore to procure ſome ſpars for oars, which were very much wanted, they were under the neceſſity of tracing the banks of the river to a conſiderable diſtance before they could find any that would anſwer their purpoſe. When theſe people returned on board they declared, that as the long-boat turned the point, they heard the diſcharge of eleven great guns. Though Captain Douglas was, in ſome degree, alarmed when he firſt received this intelligence; yet as he had been informed by a Ruſſian who went on board the Iphigenia at Point Bede, that none of his countrymen were ſo high up the river; and as the long-boat, if ſhe had been attacked, would have returned, the wind being fair to come back to the ſhip, it was concluded, as it afterwards turned out, that theſe great guns were nothing more than muſquets, which the people had fired at ſome ducks, and whoſe report was conveyed by the wind, which blew right to the place where the carpenters were at work.

About three o'clock in the afternoon of the 25th, two canoes came down the river, and brought a ſea-otter cut through the middle, and otherwiſe mangled. It appeared as if theſe natives thought that the fleſh was wanted, and not the ſkin; but no ſatisfactory explanation could be obtained, as they did not underſtand any words that were addreſſed to them; and indeed gave no cauſe for ſuppoſing that they had ever traded with any European people. They had not a ſingle bead of any kind in their poſſeſſion; and the few which were now given them, ſeemed to attract that kind of admiration which is awakened by objects that have been never, or at leaſt ſeldom ſeen before. It was conjectured that they were inland Wedneſday 25

1788. June. land natives, who live up the country in the winter, and had deſcended ſome river which empties itſelf into Smoky Bay, as that was the quarter from whence they appeared to come. As it blew freſh, and there was a large ſwell occaſioned by the tide, they left the ſhip, and went in towards the ſhore.

Thurſday 26 The weather on the 26th was moderate and pleaſant, and about nine in the morning two canoes came from the Southward, in one of which was the Ruſſian who had paid the Iphigenia a viſit from Point Bede.—He brought a preſent of ſome ſalmon, which was returned by a ſmall parcel of tobacco. At ſeven in the afternoon twelve double canoes came along-ſide from the Southward; the people in them were Kodiak hunters, but they had neither ſkins nor fiſh;—though they promiſed to bring ſome of the latter in the morning.

Friday 27 At one in the morning of the 27th, they ſaw the long-boat dropping down with the tide: and at two came along-ſide the Iphigenia, having obtained nothing but one very indifferent ſea-otter ſkin, and about two dozen of ſplit ſalmon.——The officer, Mr. Adamſon, reported, that as high up the river as 60° 42′ North, he met with Ruſſians and Kodiak hunters, who followed him from village to village, and had got entire poſſeſſion of the river. The boat being returned, at ſix o'clock the ſhip was unmoored; and on the turn of the tide, they weighed anchor and dropped down the river. At noon the obſerved latitude was 59° 58′ North.

About three in the afternoon, the flood-tide ſetting in, they dropped anchor juſt below Anchor Point, in ſeventeen fathoms of water.—The extremities of the Weſtern ſhore bore from North Weſt by North, to Weſt by South; Cape Douglas bearing Weſt; Mount Saint Auguſtine Weſt North Weſt, half North; and Point Bede South South Eaſt; diſtant

tant three or four leagues. At nine in the evening, with the turn of the tide, they hove up, and made ſail with a light breeze from the Southward and Weſtward. 1788. JUNE.

On the 28th at noon, Cape Elizabeth bore Eaſt South Eaſt, and the Eaſternmoſt of the Barren Iſlands, Eaſt South Eaſt. At about five miles off ſhore, there were no ſoundings with ſixty fathoms of line. No obſervation was made of the latitude, but the longitude was 207° 46′ Eaſt. Saturday 28

At eleven in the morning of the 29th, the Eaſternmoſt of the Barren Iſlands bore South South Eaſt, and Cape Elizabeth North North Eaſt, diſtant about five leagues. The weather being hazy, there was no opportunity of making an obſervation. Sunday 29

They ſtood to the Southward and Eaſtward till four in the morning of the 30th, with a moderate breeze from the Northward and Eaſtward, accompanied by hazy weather and rain. At ten, the iſland of Saint Hermogenes bore South Weſt, diſtant ſeven leagues.—No obſervation. Monday 30

They had now light winds and calms, with a ſtrong current ſetting them to the Southward and Weſtward. At day-light, the extremities of the main bore from North Weſt to North Eaſt half North, at the diſtance of about twelve leagues. At eight the body of the Barren Iſlands bore North Weſt by Weſt, diſtant fourteen leagues. JULY. Tueſday 1

As they had been diſappointed of the ſupply of ſalmon which they expected to have found in Cook's River, and there being no more than three caſks of proviſions remaining, Captain Douglas was under the neceſſity of reducing himſelf and officers, as well as the ſeamen, to a very ſhort allowance. The latitude was 59° 2′ North.

1788. JULY. Wedneſday 2 The wind continuing at North Eaſt, and Eaſt North Eaſt, the very courſe they ſought to ſteer, with an heavy ſwell, the ſhip laboured exceedingly, and made a very ſlow progreſs along the coaſt. About ſix in the morning they ſtood in to, within a league of, the main land.—At nine they unbent the main top-ſail to repair, and bent the old one. The main top-maſt ſtay-ſail alſo ſuffered conſiderably from the ſqually weather, as they were under the neceſſity of carrying a preſs of ſail to keep the ſhip from being forced down by the current among the Barren Iſlands.——The weather was thick and hazy, ſo that no obſervation could be made, nor had they any ſight of land.

Thurſday 3 At five in the morning of the 3d, the wind ſhifted to the South Eaſt, with moderate weather. At noon the extremities of the continent bore from North North Weſt, to Weſt by South, diſtant ten leagues; and the obſerved latitude was 59° 18′ North.

Friday 4 At four in the morning of the 4th, they were about ten or twelve leagues from the continent, and at noon the extremities of the land bore from North Eaſt, to South Weſt half Weſt, diſtant off ſhore four leagues. The latitude was 59° 47′ North. In the afternoon they had freſh North Eaſterly breezes, with ſqualls and rain; and in the evening the extremities of the continent bore from North North Eaſt half Eaſt, to Weſt half South, at the diſtance of ten or eleven leagues.

Saturday 5 On the 5th, at noon, the extremities of the land bore from North half Eaſt, to Weſt half South, diſtant ten or eleven leagues. The obſerved latitude was 59° 17′ North. In the evening they had freſh gales, with heavy ſqualls and rain.

On

On the 6th, at noon, the extremities of Montagu Iſland bore from North by Eaſt, to North by Weſt. It was the intention of Captain Douglas to keep without Montagu Iſland, from the number of ſunken rocks which lie in the inner paſſage; but finding it blow ſo freſh, and the wind being right in his teeth, he could not effect his purpoſe..—The latitude, from an obſervation, was 59° 36′ North. They had now fair weather, with freſh Eaſterly breezes; and at three in the afternoon had ſoundings in twenty-five fathoms water. At ſix, as the tide was ſetting againſt them, they dropped the ſtream anchor in eight fathoms water, about three miles from the ſhore of Montagu Iſland, the extremities of which bore Eaſt by South, half South, to North half Eaſt; and thoſe of the continent bore from South Weſt by South, to North North Eaſt. At half paſt eight they weighed anchor, and turned up that paſſage. 1788. JULY. Sunday 6

On the 7th, at one in the morning, dropped anchor about eight miles to the Northward, in twenty-ſeven fathoms water, and ſix miles from the ſhore. At nine they weighed again, and ſtretched over to within a mile of the continent, when there was no ground with thirty-ſix fathoms of line.—At noon they were ſurrounded with land, except towards the paſſage by which they entered, and which bore South. The obſerved latitude was 60° 0′ North. They had light breezes and fair weather as they turned between Montagu Iſland and the main.—At ſix in the evening they came to with the kedge in thirteen fathoms water, about one mile and an half from the Montagu Iſland ſhore. At ten, they weighed anchor, with a light breeze at Eaſt South Eaſt. Monday 7

At eight in the morning of the following day, they were in the mid-channel, between Montagu Iſland and the Green Iſlands. At noon, Tueſday 8

1788. JULY. the extremes of the former bore from Weſt half South, to North North Eaſt, the body of the latter South by Weſt; Cape Hinchinbroke Eaſt North Eaſt; and an iſland lying off Snug Corner Cove, North by Eaſt; diſtant from Montagu Iſland two or three leagues.—Several guns were now fired to acquaint the natives of our arrival.—The obſerved latitude was 60° 23′ North. At four in the afternoon they ſtood over to the Weſtern ſhore, with light winds and clear pleaſant weather. At eight in the evening they wore and ſtood in for the cove, with light airs and calms.

Wedneſday 9 At noon, on the 9th, dropped the ſtream anchor in five fathoms water, in Snug Corner Cove.—The remainder of this day was employed in unbending the ſails, hoiſting out the boats, and other neceſſary matters.

Thurſday 10 On the 10th, ſix canoes of the Chenouways tribe came alongſide, but had no more than one ſea-otter skin among them, which was purchaſed, with five or ſix ſeal-skins for the rigging. Kennoonock informed Captain Douglas that a ſhip had been there, which had ſailed only ten days before with plenty of skins, and it appeared for Cook's river. This intelligence was confirmed by the party, who had been on ſhore for wood, as they had ſeen, inſcribed on a couple of trees, *J. Etches, of the Prince of Wales, May 9th, 1788, and John Hutchins.*

CHAP.

1788.
JULY.

CHAP. XXVIII.

The IPHIGENIA *ſails from Snug Corner Bay.—They paſs Kaye's Iſland.—Cloſe in with Cape Suckling.—Slow Progreſs along the Coaſt, on Account of the Eaſterly Winds.—Send the Long-boat into Beering's Bay, which returns after having been driven out to Sea.—They ſee Iſlands of Ice.—Purchaſe a great Number of Sea Otter Skins, &c. of the Natives of Croſs Cape.—A ſingular Example of the Power of the Women among them.—Steer into Sea-Otter Bay.—Paſs Douglas Iſland.—Enter a Bay called Port Meares.—Paſs Roſe Point.—Obſervations on the Coaſt.—Join the* FELICE *at Nootka Sound.*

TILL the 14th, the people on board the Iphigenia were employed in wooding, watering, and repairing the ſails. During that interval they had been viſited by ſome canoes, which brought fiſh, two river-otter skins, and ſome ſeal-skins. Of this party there was a man of the Tauglekamute tribe, who informed Captain Douglas that they had plenty of skins in his diſtrict, and promiſed to return the following morning to attend the ſhip thither. At three o'clock in the afternoon, a light breeze ſpringing up from the Weſt, they weighed, and turned out of the cove. At ten in the evening Cape Hinchinbroke bore South Eaſt by South, half South, and the North end of Montagu Iſland, South half Eaſt; diſtant from the neareſt land four or five miles. Monday 14

At

1788. JULY. Tueſday 15 At eight o'clock in the morning two canoes of the Chenouways tribe came alongſide with ſome skins, chiefly of the otter cubs, which Captain Douglas told them they ought not to deſtroy. At noon the weather was calm and cloudy, Cape Hinchinbroke bearing South South Eaſt, and the North Eaſt end of Montagu Iſland bearing South, diſtant three or four leagues; at eight in the evening the former of theſe places bore South Eaſt half South, and the latter South; diſtant from the main land four or five miles.

Friday 18 On the 18th at noon, the South end of Kaye's Iſland bore North Eaſt by Eaſt half Eaſt, diſtant ten leagues. The extremities of the continent bore from North North Eaſt half Eaſt, to Weſt by North; and Montagu Iſland from Weſt half North, to Weſt South Weſt. The obſerved latitude was 59° 52′ North, and the longitude 214° 2′ Eaſt of Greenwich. At one o'clock in the afternoon a breeze ſprung up from the Southward and Weſtward, they therefore ſet all their ſail, and ſtood for the South end of Kaye's Iſland, as they knew from former experience that there was not any paſſage for a ſhip through Comptroller's Bay.

Saturday 19 At ſix in the morning they were cloſe in with the Cape, when they had ground from ten to twenty fathoms, over a clayey bottom. At noon the wind was variable; and Cape Suckling bore Weſt by North, diſtant three or four leagues. The obſerved latitude was 59° 57′ North, and the longitude 215° 51′ Eaſt. They had a light breeze from the Southward and Eaſtward till half paſt three in the afternoon, when it took them back, and blew from Eaſt North Eaſt in heavy ſqualls with rain. Being cloſe in with the low land off Cape Suckling, and the current ſetting them on Kaye's Iſland, they carried a preſs of ſail to clear the South end of it.

1788. JULY. Sunday 20

At two in the morning the weather was moderate, with the wind at the Eaſt: At noon the body of Kaye's Iſland bore South Weſt; the extremities of the continent from Cape Suckling bearing Weſt by South to North Eaſt half Eaſt, diſtant eight leagues. The obſerved latitude was 59° 57′ North, and longitude 216° 14′ Eaſt. Light winds from the Eaſtward till ſix in the afternoon, when the wind came round to the North, and at eight ſhifted to the North Eaſt.

Monday 21

At ſun-riſe Kaye's Iſland bore Weſt half North, diſtant fourteen leagues. At eleven it blew freſh, with the land in ſight; and at noon the obſerved latitude was 59° 18′ North, and the longitude 216° 23′ Eaſt. At five in the afternoon they lay to under the main-ſail, with ſtrong gales from the North Eaſt, and extreme cold.

Tueſday 22

On the morning of the 22d they ſaw the land, bearing North North Eaſt, diſtant fifteen or ſixteen leagues. At eight the gale abated, when they ſtood in for the land, as they did not wiſh to paſs unſeen on any part of the coaſt where there was a probability of inhabitants. At noon the weather became moderate, and the obſerved latitude was 59° 5′ North, longitude 217° 10′ Eaſt. Freſh breezes ſprung up from Eaſt and Eaſt by North, with heavy rain, at ſix in the afternoon; and at eleven at night it blew very hard, which obliged them to wear, and ſtand to the Southward under courſes and double reefed main-top-ſail.

Wedneſday 30

In this manner, and with the ſame variable weather, the Iphigenia proceeded to run parallel with the coaſt, ſometimes in ſight of land, and at other times at too great a diſtance to ſee it, or obſtructed from the view of it by an hazy atmoſphere, till the 30th; when, at four o'clock in the morning, they ſaw land; the extremities of which bore from North Weſt half North, to North Eaſt, diſtant ſix or eight leagues. From ſix

to

1788. JULY. to ten they had a light breeze from South South Weſt, with which they ſtood into the bay. At noon it was calm and hazy, when they made but an indifferent obſervation, according to which their latitude was 59° 27′ North, longitude 219° 42′ Eaſt.

At half paſt twelve a light breeze ſprung up from the Weſtward, with which they ſteered North till ſix in the evening, when it fell calm. Being within a few leagues of the low land, and on the Eaſt ſide of the bay, they obſerved the appearance of ſmoke, and accordingly ſtood towards it; but the wind and tide failing, the long-boat was at eight in the evening hoiſted out, in order to be ſent to the head of the bay; but the appearance of bad weather occaſioned her being detained till morning. At nine they clued the top-ſails up, and dropped the ſtream-anchor in twenty-eight fathoms water over hard ground. At midnight it was perceived that the ſhip had driven off the bank into deeper water; they therefore gave her more cable, as it was bad anchoring-ground; but as the wind and tide were both adverſe, they kept the anchor down till near ſlack tide.

Thurſday 31 At three in the morning they hove up, and made ſail toward the low land, where they ſaw the ſmoke. At four the weather being moderate and clear, the long-boat was diſpatched, well manned and armed, under the command of the chief officer, who was inſtructed to proceed towards the bottom of the bay, and to make ſuch examination of it, and obtain ſuch communication with any inhabitants he might find there, as would tend to the procuring furs, proviſions, &c.—At the entrance of this bay they had fifteen, ten, and eleven fathoms water, over a rocky bottom, but higher up no ſoundings could be obtained with fifty fathoms of line.—At noon the latitude, by account, was 59° 41′ North, longitude 219° 47′ Eaſt. At three in the afternoon, having loſt ſight of the long-

long-boat, and finding that ſhe was driven out to ſea, they wore and ran down towards her. At half paſt four they got ſight of her, and within an hour after came along-ſide, when ſhe was found making very bad weather, on account of the heavy ſea: ſhe was immediately hoiſted in, and they made ſail to the Southward and Eaſtward. 1788. JULY.

At three in the morning of the 1ſt of Auguſt it blew ſtrong from the North Eaſt, with heavy rain.—At noon, the latitude by account was 59° 10′ North, longitude 219° 33′ Eaſt. At three in the afternoon the weather moderated, when they tacked, and ſtood to the Northward and Eaſtward. AUGUST Friday 1

At ſun-riſe land was ſeen, the extremities of which bore North Eaſt half Eaſt, to Weſt, diſtant ſix or ſeven leagues. At noon the extremities of the land bore from North Weſt, to Eaſt South Eaſt, diſtant ten leagues. The obſerved latitude was 59° 16′ North, and the longitude 220° 11′ Eaſt. In the afternoon the clouds cleared up from over the land, which gave them a ſight of Mount Saint Elias, bearing North Weſt by Weſt, at the diſtance of about twenty leagues.—On ſeeing ſomething floating, which they could not aſcertain, as they had but little wind, the jolly-boat was hoiſted out to examine it, when it proved to be a dead bird, of a large ſize, which Captain Douglas has not thought worthy of a deſcription. Saturday 2

In the morning the jolly-boat was diſpatched, with orders to proceed within a mile of the ſhore, to examine if there was any appearance of inhabitants; and about noon ſhe returned, in company with a large canoe, containing about thirty Indians.—They now dropped the beſt bower anchor in twenty-ſeven fathoms water, and purchaſed of the natives ſeveral cotſacks or dreſſes of ſea-otter skins, and a pair of gloves of the ſame. The extremities of land, when at anchor, bore from Weſt North Sunday 3

1788. AUGUST. West, to East by South half South, distant four or five miles. The observed latitude was 59° 10′ North, and the longitude 221° 27′ East.

Tuesday 5 Early next morning the people returned, as the sailors observed, with all their old cloaths, as the cotsacks which they now offered for sale had been much worn: these articles, however, were purchased, with a quantity of salmon; and at nine o'clock they weighed anchor and proceeded along the shore.—At noon the extremities of the land bore from West by North to East; the latitude by observation was 59° 1′ North, longitude 221° 33′ East. The place where the ship lay was called Tianna's Bay, in honour of that chief; he was indeed very much dissatisfied with the present climate, against the cold of which he could not protect himself, though he had as much cloathing on him as he could well carry,—and was become very impatient to return to Owhyhee.

Wednesday 6 At sun-rise on the 6th it fell calm, and continued so till eleven o'clock, when a light breeze sprung up from the South West.—At noon Cape Fair Weather bore North East by North, and Cross Cape South East by East, distant from the nearest land four miles, running in for Cross Sound.—The latitude by account was 58° 10′ North, and longitude 223° 15′ East.—At three in the afternoon, being pretty high up the Sound, and surrounded with what appeared to be islands, as far as the eye could reach, the jolly-boat was hoisted out, and sent to discover if they were rocks or islands of ice.—On her return, the account of the officer was, that the island he touched at was ice, as well as two or three other smaller ones which he had passed: concluding therefore that the islands on the outside of them might be ice also, they hauled close in with the shore, and sent the boat a-head to sound.

At

At ſix in the evening a canoe from Croſs Cape arrived along-ſide the ſhip with one man, who came on board quite naked. On being preſented with a jacket, a pair of trowſers, and an hat, he appeared to be very much delighted, and requeſted them to go in cloſe with the ſhip, when he would ſhew them the village of which he was an inhabitant. He accordingly went a-head in his canoe, and led them in among a parcel of rocks, with only three or four fathoms water, ſo that Captain Douglas thought it neceſſary to take the pilotage of the veſſel upon himſelf; and as it was dark and hazy, he found it a matter of ſome difficulty to extricate himſelf from his very unpleaſant ſituation. However, at half paſt ten at night, they came to in ſeventeen fathoms water, over a rocky bottom. 1788. AUGUST.

Very early in the morning five canoes came along-ſide, when forty ſea-otter skins and ſeveral cotſacks were purchaſed; but the natives here ſeemed to underſtand the value of their merchandize, and Captain Douglas was obliged to give them the price they demanded. By eight o'clock they had quitted the ſhip:—But it is impoſſible to take leave of them without mentioning a circumſtance, which appears to be peculiar to this tribe of Indians; among whom the women poſſeſs a predominant influence, and acknowledged ſuperiority over the other ſex—of this they gave a very ſtriking example. Thurſday 7.

One of the chiefs having unintentionally interrupted a canoe, in which was a woman, from coming cloſe to the ſhip, ſhe ſeized a paddle, and ſtruck him ſo violently with it on the head, that he was almoſt diſabled from employing a ſimilar inſtrument, to ward off the blows which followed. In this manner they continued their conteſt, ſhe in ſtriking, and he in defending himſelf, for near half an hour; when Captain Douglas, in order to put an end to this ſingular

1788 AUGUST. fray, fired a muſquet over their heads, with concomitant ſigns of his diſpleaſure, but without effect. For the woman now ſtepped into the canoe of the man, who appeared to be in a ſtate of complete humiliation, and pulling out a knife from ſome part of her dreſs, ſhe ſpoke for ſome time, and then cut him acroſs the thigh. Though the blood guſhed in ſtreams from the wound, ſhe was about to repeat her violence, when Captain Douglas interfered in ſuch a manner as to oblige this vengeful dame to return to her own boat, and give the bleeding object of her vengeance an opportunity to paddle away to the ſhore. During the whole of this engagement, if it may deſerve that name, not one of the men dared to interfere; nay it appeared that they were in ſuch an entire ſtate of ſubmiſſion to female controul, that they could not diſpoſe of a skin till the women had granted them the neceſſary permiſſion.

As theſe people had diſpoſed of all their skins, at noon Captain Douglas made ſail to the South Eaſt, with the wind from the North Weſt. The obſerved latitude was 58° 02′ North, and longitude 223° 26′ Eaſt. The weather was now moderate and fair, and they kept a good look out at the maſt-head for canoes or ſmoke. At ſeven in the evening a canoe was ſeen approaching the ſhip, which ſoon after arrived with two large otters and one ſmall one, juſt killed, which were purchaſed. The man on board the canoe gave them alſo to underſtand that more skins would be brought in the morning. They, therefore, at eight o'clock, ran into twenty-three fathoms of water, and dropped the beſt bower; bottom, ſand and ſhells.

Friday 8 At ſun-riſe eight canoes came along-ſide, when fifty-ſix ſea-otter ſkins were purchaſed, ſome of which were already formed into dreſſes. At eleven o'clock they weighed anchor and made ſail, running along the ſhore,

ſhore, to the South Eaſt. The extremities of the land bore from Weſt South Weſt, to South Eaſt by South, off ſhore about three or four miles. At noon the obſerved latitude was 57° 38′ North, longitude 224° 15′ Eaſt. The weather continued moderate, with the wind from the North Weſt. At two in the afternoon they ſaw a large bay, but being cloſe in with the land, and there being no appearance of inhabitants, they tacked and ſtood out. At ten it fell calm, and continued ſo till noon the next day, when it was ſo hazy as to preclude making an accurate obſervation. The bay they left the preceding evening bore North North Eaſt, off ſhore about two leagues. At three in the afternoon a freſh brecze ſprung up from the Weſtward, and perceiving a bay which bore Eaſt off the ſhip, they hauled in, to ſee if there were any inhabitants, but not diſcovering the leaſt ſigns of any, they hauled out again, and ſhortened ſail for the night, not wiſhing to run on, leaſt they ſhould paſs any of the inhabited parts of the coaſt, and of courſe loſe the advantage of trading with the natives.

1788. AUGUST. Saturday 9

In the morning they made ſail, and got on deck all their bread to dry. At noon Mount Edgecombe bore North Weſt by Weſt half Weſt; the extremities of the land alſo bearing from North Weſt half Weſt, to Eaſt South Eaſt, diſtant off ſhore four miles. The obſerved latitude was 59° 19′ North. From a medium of ſeveral diſtances of the ſun and moon, the longitude was 224° 50′ Eaſt of Greenwich.—At eight in the evening, it blowing freſh, they reefed the top-ſails and ſhortened ſail for the night, two ſmall iſlands bearing from the ſhip South by Eaſt half Eaſt. The extremities of the land bore from North Weſt by Weſt half Weſt, to South Eaſt by Eaſt, diſtant from the ſhore five leagues.

Sunday 10

Early

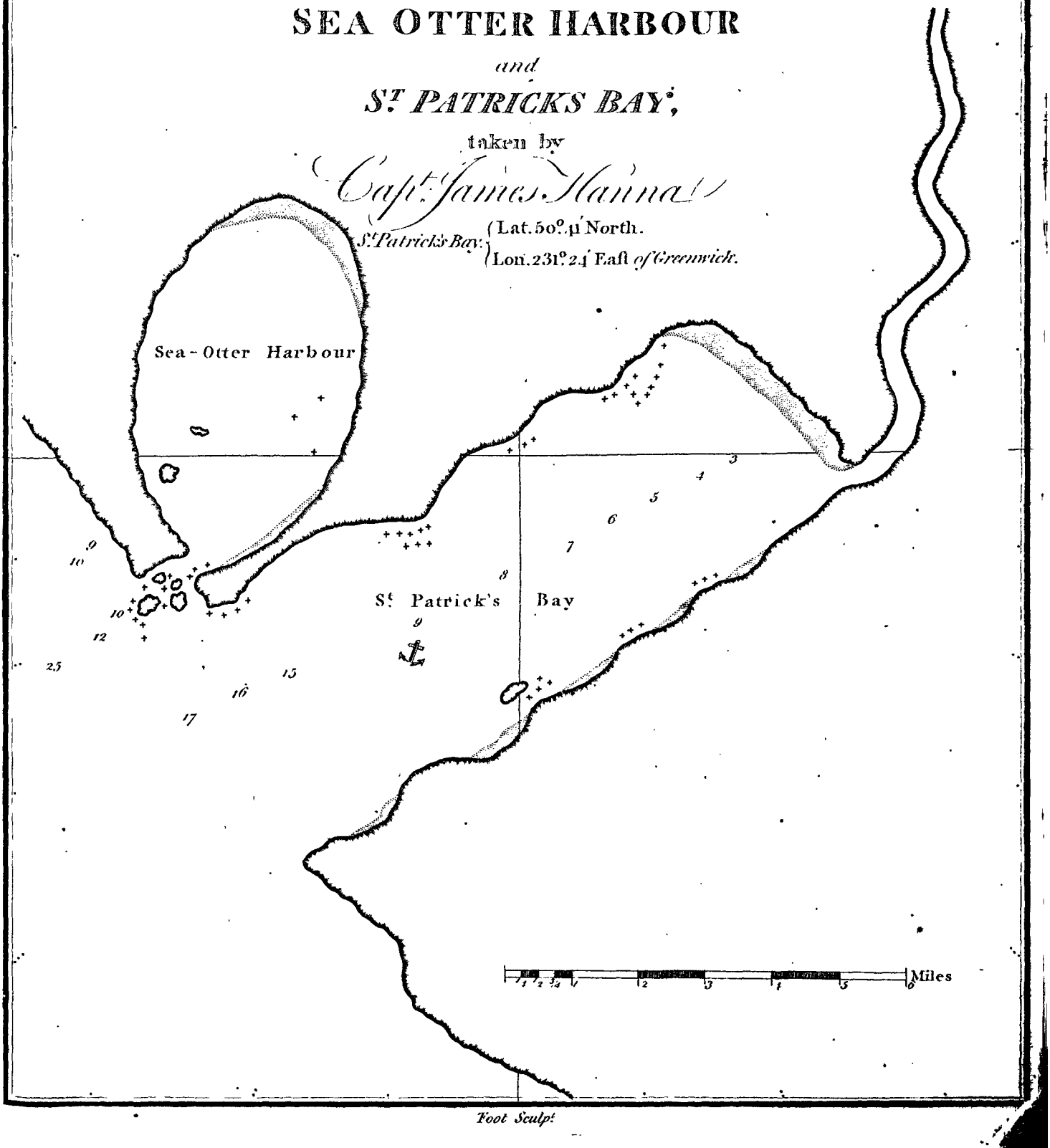
1788. AUGUST. Monday 11 Early in the morning of the 11th they made ſail for the land, and at noon it was diſtant about eight or nine leagues. The obſerved latitude was 55° 21′ North, and the longitude 225° 57′ Eaſt. A briſk gale ſpringing up from the Northward and Weſtward, at three o'clock in the afternoon they ran acroſs the mouth of a large bay which forms two capes. The ſouthern one was called Cape Adamſon, and is high, bluff land, lying in the latitude of 55° 28′ North, longitude 226° 21′ Eaſt. The other to the North was named Cape Barnett. It is low towards the ſea, but riſes gradually within land to a conſiderable height, and is in the latitude of 55° 39′ North, longitude 226° 04′ Eaſt.

Having run a conſiderable way up the bay, they entered the mouth of a ſtrait paſſage, not more than half a mile acroſs from ſhore to ſhore, ſteering North: by the number of whales which were blowing a long way within the paſſage, it was evident that there was plenty of water for the ſhip. At eight o'clock in the evening they dropped the beſt bower in ſeventeen fathoms, with a ſandy bottom, about half a mile from the ſhore. The ſhip was now entirely land-locked, except at the entrance; and her preſent ſituation was named Sea-otter Harbour, from the great number of thoſe animals which were in the water. They were as thick as a flock of ducks; and the man at the maſt-head taking them for rocks, and calling out accordingly, occaſioned a conſiderable impediment in the courſe of the ſhip.

Tueſday 12 Early in the morning of the 12th, the jolly-boat was diſpatched to ſound, and the long-boat to look out for a watering place. At nine the latter returned without having made the expected diſcovery. A very plentiful, as well as convenient run of water, was, however, ſoon after found by Captain Douglas on the oppoſite ſhore. He alſo ſaw many

A Plan
of
SEA OTTER HARBOUR
and
S.t PATRICKS BAY,
taken by
Capt.n James Hanna

S.t Patrick's Bay: { Lat. 50°. 41' North. / Lon. 231°. 24' East of Greenwich.



Foot Sculp.t

places where there had been fires, but no other traces of inhabitants.— In pulling up the bay he diſcovered a paſſage out to ſea, and that it was an iſland where the ſhip lay: he is alſo clearly of opinion that the land which formed the ſtraits to the Northward muſt conſiſt of iſlands.—All hands were now employed in cutting wood, getting in water, or overhauling the rigging. Captain Douglas, therefore, took this opportunity of taking out the jolly-boat to explore the head of the ſtraits; when, after pulling three or four hours, he ſaw two arms, one ſtretching towards the North, and the other about Eaſt South Eaſt. By the number of whales which he ſaw blowing in theſe different branches, he concluded there muſt be paſſages out to ſea through both of them. He landed at ſeveral places, and ſaw ſpots where fires had been made, as well as boards for canoes; but no other ſigns whatever of inhabitants. At ſeven in the evening he returned on board, and gave orders to get under way. At eight they ſteered through the mouth of the ſtraits; Cape Barnett bearing South Weſt by Weſt half Weſt, and Cape Adamſon South by Weſt half Weſt. 1788. AUGUST.

They had light winds from the Northward till nine in the morning, when it freſhened up. At noon the former Cape bore North Weſt by Weſt, and the latter North Weſt. The appearance of a large bay bore North by Weſt half Weſt; a ſmall iſland, about two miles in circumference, South South Eaſt, diſtant ſeven or eight miles. It was now named Douglas Iſland; and there are two or three ſmall, low and rocky iſlands lying off its North and South ends. It is very high, and covered with verdure, and may be ſeen at the diſtance of ſixteen or ſeventeen leagues. It lies ten leagues from the main land, in the latitude of 54° 58′ North, and longitude 226° 43′ Eaſt. Between this iſland and the main there is another of leſſer extent, which is rocky, barren, and almoſt level with the water. Between theſe two iſlands they ſteered their courſe Wedneſday 13.

by

1788. AUGUST. by compaſs, Eaſt South Eaſt, but could get no ſoundings with fifty fathoms of line. At three in the afternoon they had a ſteady breeze from the Weſtward, with clear weather, when they paſſed Douglas Iſland; but as they were ſteering in for a bay which bore North Eaſt by North, there came on a very thick fog. At half paſt four, they were viſited by two canoes, who appeared to have come out of the bay for which the Iphigenia was ſteering. Twenty-ſix ſea-otter ſkins made in dreſſes, and ſome birds, were now purchaſed of their viſitors, who were fond of iron and beads, and were ſatisfied with any quantity that was offered to them.

Thurſday 14 At one in the morning it blew a ſtiff gale, with thick and foggy weather; and they ſtood off South South Weſt till four, when they hove to. At nine the fog diminiſhed, and they made ſail in ſhore. At ten they got ſight of Douglas Iſland, Weſt by North half North. At noon the main land extended from Eaſt by North, to North Weſt by North, diſtant four leagues off ſhore. The obſerved latitude was now 54° 43′ North, and the longitude, as reduced from the laſt lunar obſervations, 227° 37′ Eaſt. They continued ſteering in for the bay which was ſeen the preceding evening, and at two in the afternoon they got within a ſmall iſland that lies a quarter of a mile from the main land. Here it fell calm; and a chief, with two large canoes, each containing between thirty and forty people, came along-ſide, ſinging a general chorus of no unpleaſing effect. As the tide was adverſe, the ſhip was driving down very faſt towards the iſland which was under her lee. The chief was therefore deſired to lay hold of a rope, and tow the ſhip higher up the the bay, which was immediately done; the natives in the canoes continuing their ſong as they proceeded. At three they dropped anchor in twenty-three fathoms of water, with a bottom of ſand and ſhells.

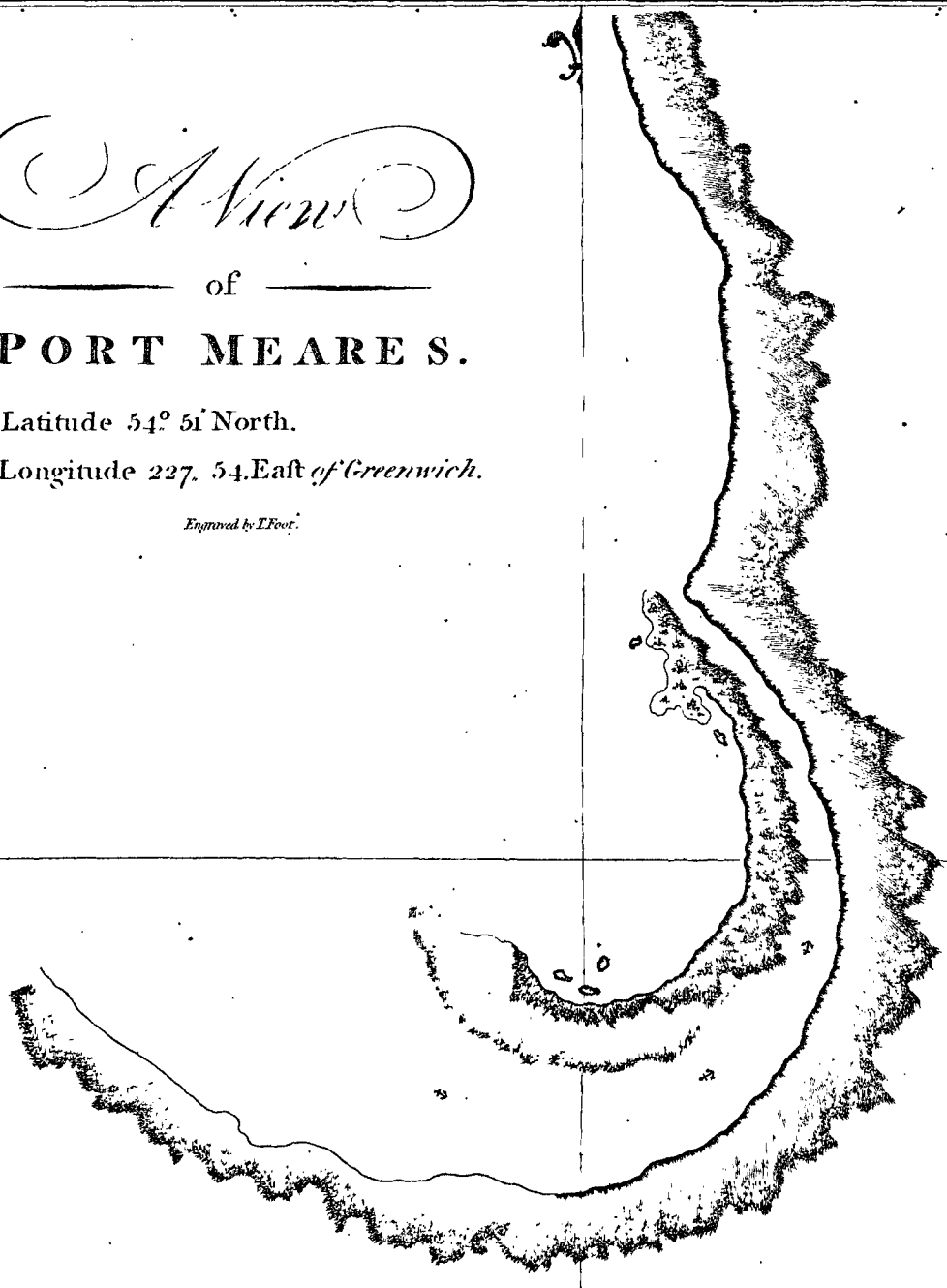
The

A View of PORT MEARES.

Latitude 54° 51' North.

Longitude 227. 54. East *of Greenwich.*

Engraved by T. Foot.



The Weſtern point of land which forms the bay, bore Eaſt South Eaſt, and the Eaſtern point, Eaſt North Eaſt; ſo that a ſhip lying there is only expoſed to four points of the compaſs;—that is, between Eaſt South Eaſt and Eaſt North Eaſt: ſhe will be land-locked every other way about a mile from the Weſtern ſhore.—It was now named Port Meares. The latitude of the ſhip at anchor was, by ſeveral obſervations, 54° 51′ North, and longitude, according to the reſult of ſeveral diſtances of the ſun and moon, 227° 54′ Eaſt of Greenwich. 1788. AUGUST.

In Port Meares there are two large arms or branches of the ſea; the one turns North North Eaſt, and the other about North North Weſt, which Captain Douglas ſuppoſes to have a communication with Sea Otter Sound. During this and the two following days, they purchaſed ſeveral ſea-otter skins or nickees, as the natives called them. They obtained upwards of ſixty cotſacks from this tribe, which Captain Douglas repreſents as the moſt liberal, unſuſpicious and honeſt Indians he had ever known. Friday 15 Saturday 16

They had now light winds from the Weſtward, with very pleaſant weather. In the evening of the 17th the natives of the Northern or North North Eaſtern branch of the ſea, made a large fire to give notice of their approach; and at one in the morning they came along-ſide, ſinging in their uſual manner as they approached the ſhip.—Of theſe people they purchaſed between fifty and ſixty skins made into dreſſes, and the beſt they had yet ſeen. Sunday 17 Monday 18

On the 20th having invited three of the chiefs to dinner, they made Captain Douglas underſtand that they had diſpoſed of all their nickees; but that if he would return with plenty of beads and iron, they would be prepared with a freſh quantity ſufficient for his demands. They Wedneſday 20

1788. AUGUST. then took him on deck, and pointing out to ſea, made ſigns that the nickees came from thence. Though there was no land to be ſeen, as the coaſt took an Eaſterly direction from Port Meares, at three in the afternoon they weighed and made ſail, ſteering out to ſea South Eaſt, with a freſh breeze from the Weſtward. After running ſix leagues, they ſaw land, bearing from Eaſt South Eaſt, to South Weſt, diſtant about twelve leagues.—At nine it came on thick and hazy weather, when they hove the ſhip to, with her head to the Northward and Weſtward.—During the night they had ſoundings from ſixty to eighty fathoms, with a ſandy bottom.

Thurſday 21. At eight in the morning of the 21ſt, it cleared up on the oppoſite ſhore, ſo that they had a ſight of the land which forms Port Meares, bearing North North Weſt, diſtant nine or ten leagues. They then wore and made ſail to the South Eaſt. At noon they were cloſe in with the land, which extended Eaſt by North half North, to Weſt by South. The obſerved latitude was 54° 06′ North, and the longitude 228° 04′ Eaſt. They now run along the ſhore, with a ſteady breeze from the Weſtward, towards a bay to which the natives had pointed. At two they ſaw a thick ſmoke at the bottom of it, when they run into eleven and nine fathoms of water.—At half paſt two a thick fog coming on, and land ſeen from the maſt-head, trending due North, it was determined to diſcover if there was any paſſage, or if the land that was ſeen joined the main. At a quarter before three o'clock, as no canoes came off, they ſet a preſs of ſail, and ſteered for the bluff high land that bore North. At five it cleared up, ſo that they had a ſight of both ſides, as well as of a ſandy ſpit, level with the water, which ran to the Northward, as far as the eye could reach from the maſt-head. At ſeven they had a ſtiff gale, and ſaw the end of the low ſpit of ſand. At eight they hauled round the point, when it was diſcovered that the land did

not

not join the main, but formed a large iſland, which took a Southerly direction.—After rounding the ſandy level, they came to regular ſoundings of ten, eight and ſeven fathoms of water, about three or four miles from the iſland, the extremes of which bore from North by Weſt, to South Eaſt by Eaſt half Eaſt. 1783. August.

At ſix in the morning of the 23d, ſeeing no appearance of inhabitants, they weighed anchor and made ſail, ſtanding to the South Eaſt, having land on both ſides. The ſandy point that was paſſed on the preceding evening, was named Point Roſe. It lies in the latitude of 54° 18′ North, and in the longitude of 228° 39′ Eaſt.—It was now diſcovered that this was a large ſtrait, and an iſland of great extent, where the anchorage is good, and which, to all appearance, affords ſeveral harbours on the Northern and Eaſtern ſides. On the former there is a certainty of meeting with inhabitants; and, in all probability, with abundance of furs. The centre of the iſland lies in the latitude of 53° 58′ North, and in the longitude of 228° 54′ Eaſt. Saturday 23.

At noon they had light winds and calms, with clear weather, the extremes of the iſland bearing from North North Weſt, to South half Eaſt, and thoſe of the continent from Eaſt by South, to North North Eaſt; diſtance of the coaſt nine leagues, and from the iſland about eight or nine leagues. The latitude, by obſervation was 53° 55′ North, and the longitude 229° 30′ Eaſt.—The variation, per medium of ſix azimuths, 17° 43′ Eaſt; per amplitude, 17° 59′.

At nine in the morning of the 24th, the longitude, from the medium of ſeveral diſtances of the ſun and moon, was 230° 16′ Eaſt of Greenwich.—From nine till noon the weather was calm and clear, when the bearings of the land were as follows:—The extremities of the continent Sunday 24.

1788. AUGUST. bore North Weſt by North, half North, to Eaſt by South; a ſmall bluff iſland, lying off the main, bearing North by Weſt, diſtant ten leagues, and the extremities of Charlotte Iſland from Weſt to South.

I ſhall here take the opportunity of obſerving, that ſhips which arrive early on the coaſt, when they muſt expect to meet with heavy gales of wind, will find it their advantage to make the South end of this iſland, and to enter the ſtraits in the latitude of 52°, and the longitude of 229° 30′, when they will find ſhelter either in the iſland or on the continent.—It may be alſo added, that as ſhips which are returning from the North at a late period of the ſeaſon, are liable to be blown off the coaſt, it would be adviſable for them to make Douglas Iſland, and enter the ſtraits in the latitude of 54° 30′, and longitude 226° 30′, when they will find good anchorage, as well as inhabitants, on the North ſide of the iſland.—On the continent they will alſo have the advantage of Port Meares and Sea Otter Sound, beſides ſeveral other bays which have not yet been explored, between 56 and 54 degrees of North latitude.

Monday 25 On the morning of the 25th they had loſt ſight of land, and, as the change of the moon was approaching, when a gale of wind might be expected, which, perhaps, would have obliged them to run immediately to the Sandwich Iſlands for a ſupply of proviſions, it was reſolved to ſteer at once for Nootka Sound, without encountering the land again, in order to add to their ſtock of furs.

Tueſday 26 On the 26th, at half paſt nine, their longitude, from a medium of ſeveral diſtances of the ſun and moon, was 132° 38′ Eaſt of Greenwich, with a ſtrong gale, ſteering Eaſt North Eaſt; and at noon their latitude was, by obſervation, 49° 42′ North.

At eight in the evening they were close in with the entrance of Nootka Sound, when it fell calm, and the tide setting out, they dropped the best bower anchor in twenty-three fathoms water. 1788. AUGUST.

At seven on the morning of the 28th, a light breeze springing up from the Westward, they got under way, and stood in for the Sound; and before noon the Iphigenia, with her crew in good health and spirits, joined the Felice in Friendly Cove. Thursday 28

CHAP.

CHAP. XXIX.

The IPHIGENIA, *in Company with the* NORTH WEST AMERICA *Schooner, leaves Nootka Sound.—Scarcity of Proviſions on board.—Arrive off Mowee, one of the Sandwich Iſlands.—Supplied with Plenty of Proviſions.—Tianna receives his Brother on board: their affectionate Meeting.—Arrive off Owhyhee.—A Viſit from the King, and his Joy at ſeeing Tianna.—Anchor in Karakakooa Bay.—Great Abundance of Proviſions ſent on board.—Ceremony of receiving Captain Douglas on Shore.—The King and Queen of Owhyhee ſleep on board the* IPHIGENIA.—*The* NORTH WEST AMERICA *parts from her Cable.—Tianna goes on Shore to get Permiſſion for the King's Divers to aſſiſt in recovering the Cable.—The Ceremony previous to their entering the Water.—The Length of Time they remain under it.—The* IPHIGENIA *parts from her Cable.—Suſpect the Natives of this Act of Treachery.—The Divers again employed, and recover the Cable, &c.—Tianna leaves the Ship, with all his Treaſures, to ſettle in Owhyhee.—An Account of the late Change in the Government of that Iſland, &c.*

OCTOBER. Monday 27 THE Iphigenia remained in Friendly Cove after the departure of the Felice, till the 27th of October, the interval of which was employed in fitting the North Weſt America for ſea, and making ſuch other preparations as their approaching voyage rendered neceſſary.—At noon on that day they quitted Nootka Sound, and proceeded on their way to the Sandwich Iſlands;—and, as nothing particular happened in the courſe of it, but a ſcarcity of proviſions, which occaſioned a very ſhort allowance,

allowance, we ſhall at once ſuppoſe the Iphigenia and her conſort to be in ſight of Owhyhee; which welcome object preſented itſelf to the crews of both veſſels at day-light in the morning of the 6th of December:—the Weſt end of that iſland then bore South South Weſt, three quarters Weſt, diſtant nine or ten leagues; and the Iſland of Mowee bore Weſt, diſtant ſeven leagues.—The wind having drawn round to South South Weſt, occaſioned them to run over to the South Eaſt ſide of Mowee. 1788. DECEMBER. Saturday 6.

Tianna, whoſe impatience ſince the Iphigenia left Samboingan, had ſometimes broke forth into the violence of anger, and might have been expected, on approaching his native country, to have aſſumed the ſhape of the moſt violent joy, became grave and thoughtful; and any occaſional eagerneſs which animated his looks and actions, when they drew nigh to the Sandwich Iſlands, rather implied the anxiety of expectation, than ſenſations of pleaſure.—He knew enough of the ſituation of his country to cauſe a very powerful conteſt between hope and fear in his boſom; and thoſe apprehenſions of danger which weighed nothing with him when ſailing over diſtant ſeas, ſeemed, in ſome degree, to oppreſs his ſpirits, when he was about to encounter it.—It was certainly a period of the moſt painful ſuſpenſe, as he was uncertain whether the treaſures he poſſeſſed would be employed to elevate him into conſequence, or to purchaſe his ſafety;—whether they would be allowed to enrich himſelf, or ſeized, to form the wealth of others.—He had left his iſland in a ſtate of peace, but he had every reaſon to fear that he ſhould find it in a ſtate of war; or at leaſt under the government of an uſurped power, which he could not for a moment ſuppoſe would be friendly to him.—Such appeared to be the ſtate of Tianna's mind on arriving among his native iſlands.

We had no ſooner appeared off Mowee than a great number of canoes came off with hogs, yams and plantains.—On this ſide of the iſland

1788. DECEMBER. there is a large town, the reſidence of Titeeree, the ſovereign of Mowee, who was at this time on a viſit to Taheo, king of Atooi, in whoſe abſence the government was left to the care of Harwallenee, brother-in-law to Tianna, of whoſe arrival he was no ſooner informed, than he ordered a preſent of hogs for the ſhip; but before it arrived Tianna had obſerved his brother on ſhore, and having dreſſed himſelf in his beſt apparel, deſired that meſſage a might be ſent to invite him on board.—On his arrival they met as brothers ſhould do after a long ſeparation; the whole of their conduct to each other was affectionate;—they melted into tears, and almoſt drew the ſame from the eyes of thoſe who beheld them. After their firſt emotions had ſubſided, the chief requeſted Captain Douglas to remain with him for a few days, and engaged to ſupply him with any quantity of proviſions that might be demanded; but as he ſaw no place where they could come to an anchor in ſafety, the ſurf at the ſame time beating with great violence, and an heavy ſwell with the wind blowing in ſhore, Captain Douglas was under the neceſſity of declining the invitation.

Tianna being extremely anxious to viſit Owhyhee, they wore, and ſtood at noon for the North Weſt point of that iſland.

Sunday 7 At noon on the 7th, a canoe from Owhyhee came along-ſide, with a friend of Tianna, who had heard in the courſe of the night, from Mowee, of his arrival.—In the afternoon ſeveral relations of Abinui came on board, and in the evening Tianna diſpatched a friend to Tomehomy-haw, to give him notice of their approach.

Monday 8 On the following morning a great number of canoes came off from Toe-yah-yah Bay, with hogs, fowls, and taro-root.—The winds were light and variable, and the latitude, by obſervation, 20° 11′ North. At ſun-

ſun-ſet the extremes of Owhyhee bore from North to South by North, diſtance off ſhore three leagues. 1788. DECEMBER.

At two in the morning there was heavy rain, with thunder and lightning. At day-light they had loſt ſight of the North Weſt America; but at nine ſaw her cloſe in ſhore. At eleven they hove to till the ſchooner came up. At noon they were only four miles off ſhore, and the obſerved latitude was 19° 44′ North. In the afternoon ſeveral of Tianna's relations came on board; and ſo liberal was he diſpoſed to be to them all, that if he had not been checked in his generoſity, the whole of his treaſure would have been at once divided among them. The King alſo ſent a preſent to Captain Douglas, accompanied with a meſſage that he would pay him a viſit as ſoon as he had come to an anchor in the bay. Tueſday 9

The current having ſet them a conſiderable way to the Northward, at day-light they made ſail for the bay; and at noon the latitude, by obſervation, was 19° 35′ North. Tianna now diſpatched one of the chiefs who had come to welcome his arrival, to invite the King to come on board; and at two in the afternoon he made his appearance in a large double canoe, attended by twelve others of the ſame ſize, beautifully adorned with feathers. As ſoon as he came on board, Captain Douglas ſaluted him with ſeven guns. After crying over Tianna for a conſiderable time, the King preſented Captain Douglas with a moſt beautiful fan, and two long-feathered cloaks. The light winds and number of canoes hanging on the ſhip, prevented her from making any way through the water: ſo that it became a matter of neceſſity to requeſt his Majeſty to taboo the ſhip, with which he readily complied, deſiring permiſſion, at the ſame time, for himſelf and ſeveral of the chiefs to ſleep on board. Wedneſday 10

1788. DECEMBER. Thurſday 11 They continued working into the bay till two o'clock in the morning; when they dropped anchor in twenty-one fathoms water, at the diſtance of three quarters of a mile from ſhore. The King profeſſed the warmeſt friendſhip for the Captain of the Iphigenia,—declared that the iſland ſhould belong to him while he remained there,—and, to prove the ſincerity of his regard, exchanged names with him. But however flattering all theſe attentions might be, Captain Douglas thought it not impoſſible but that ſome attempt might be made to ſeize the ſchooner, as ſhe appeared to be ſmall, and her crew few in number; he therefore, in the evening, carried the King on board the North Weſt America, when by ſaluting him with all her guns, and other explanations concerning the poſſibility of defending her, when attacked, by retiring to cloſe quarters, the difficulty of getting poſſeſſion of her muſt have appeared very evident to the royal viſitor. When, however, Tianna explained to him the manner and time in which ſhe was built, he intreated that a carpenter might be left at Owhyhee to aſſiſt Tianna in forming ſuch another; and, indeed, ſo earneſt were the requeſts of them both on this ſubject, that it was neceſſary to make ſomething of a conditional promiſe, at leaſt, for their preſent ſatisfaction.

Friday 12 On the morning of the 12th the Captains of both ſhips accompanied the King and Tianna in the jolly-boat, on ſhore. They were met on the beach by three prieſts, who chaunted a kind of ſong, and preſented a ſmall hog and cocoa-nut; the former of which was given by the King to Captain Douglas.—This ceremony continued about ten minutes, after which they were introduced into a large houſe ſpread with mats, and a kind of party-coloured cloth, when, after the repetition of theſe ceremonies, and the prieſt had chaunted a third ſong, two baked hogs were brought in, of which the Engliſh gentlemen alone eat, and then proceeded

ceeded to take a walk, in which they were not interrupted by a ſingle perſon, as all the natives were *tabooed* on the occaſion, and, of courſe, confined to their houſes. 1788. DECEMBER.

Nothing was ſeen in this little excurſion worth a repetition, but a clump of cocoa-nut trees, whoſe trunks were pierced by the balls of the Reſolution and the Diſcovery. It being extremely hot, they returned and dined with the King, on freſh fiſh and potatoes.—The other chiefs ſat at ſome diſtance during dinner, and then made their meal on roaſted dogs, taro-roots and potatoes; as at this ſeaſon of the year even the chiefs are forbidden to eat hogs and fowls, from the King down to the loweſt Eree. In the evening the King and Queen returned with Captain Douglas on board the Iphigenia, as they conſidered it to be a luxury of no common deſcription to ſleep in his cot.

This day was chiefly employed in killing and ſalting down the hogs; but as the coppers on board for heating the water were very ſmall, they made but ſlow progreſs in this neceſſary occupation. Saturday 13

At three in the morning of the 14th, the ſchooner came under the ſtern of the Iphigenia, when Captain Funter gave the very diſagreeable information that ſhe had parted her cable.—After having moored her to the Iphigenia, Tianna was requeſted to go on ſhore, and entreat the King to ſend off his divers, in order to recover the anchor; and at eight o'clock he came off with them.—The ſchooner having lain in thirty fathoms water, and not having loſt more than three or four fathoms of cable, a very great depth muſt have remained for the natives to have explored, in order to ſucceed in the buſineſs about which they were to be employed. The following ceremony, however, was to be performed, before they entered upon their ſearch:—When their canoes were arrived at the place Sunday 14

1788. DECEMBER. where the anchor lay, ſeveral calabaſhes with taro-root were preſented by a chief to ſix men, who employed about half an hour at the repaſt; when one of the chiefs who accompanied them gave three loud yells, and waved a piece of white cloth over his head; at this ſignal the ſix men plunged into the ſea, and diſappeared in a moment.—Four of the ſix remained beneath the water about five minutes; the fifth continued about a minute longer, and when he came up was almoſt exhauſted; two men immediately ſeized and dragged him to the boat:—In the mean time there was no appearance of the ſixth, who was conſidered as loſt, when he was ſeen near the ſurface of the water, but ſinking down again; three of the divers, however, plunged inſtantly after him, and brought him up, but in a ſenſeleſs ſtate, and with ſtreams of blood iſſuing from his mouth and noſtrils.—It was ſome time before he was ſufficiently recovered to inform them that he had not only got hold of the cable, but had cleared it. This man, according to the account of Captain Funter of the North Weſt America, was beneath the water the ſpace of ſeven minutes and an half. It appeared, however, that the anchor was in too great a depth of water to afford any proſpect of its being recovered.—Theſe people were amply rewarded for their exertions.

Captain Douglas having given orders to right the anchor, thought it prudent to move further in towards the village of Kowrowa, and dropped anchor in twenty fathoms water, about a quarter of a mile from the ſhore;—but, finding it to be bad ground, a warp was run out, and the ſhip hauled into fourteen fathoms water.

Monday 15 At day-light the jolly-boat was ſent to ſound, when, on its being diſcovered that the ground was by no means clear of the coral rock, on the Kowrowa ſide, they weighed anchor, and warped the ſhip oppoſite Sandy Bay. on the Karakakooa ſide, where they dropped the bower anchor in twenty fathoms water, with a bottom of grey ſand; the two points which

which form the bay, bearing Weſt half North, to South one quarter Weſt, diſtant off ſhore about one mile. The evening was employed in killing and ſalting proviſions. 1788. DECEMBER.

Tianna had now determined to remain at Owhyhee, as Tome-homy-haw had given him a large tract of land in that iſland, where he would live in a ſtate of honour and ſecurity, which the reigning diſtractions and jealouſies of the government of Atooi would have denied him; beſides, it was a matter of no great difficulty to get his wife and the reſt of his family from thence to his new ſettlement.

The weather having been very ſqually to the Weſtward for ſome days paſt, Captain Douglas was apprehenſive of a gale of wind blowing from the ſea; he was therefore determined to get under way, and go in ſearch of ſome place, among the other iſlands, where the veſſels might lie in ſafety.—In the morning, therefore, they unmoored the ſhip, but in heaving the ſmall bower they found the cable had parted.—On the very inſtant this diſcovery was made, the King and his chiefs ſecretly quitted the ſhip and paddled haſtily to the ſhore.—As the clinch was cut, to all appearance by deſign, there was little doubt on whom to fix the miſchief: Tianna, therefore, was ſent to inform the King of the circumſtance, as well as the ſuſpicions connected with it, and that if the anchor was not found, his town ſhould be blown about his ears.—This threat had the deſired effect, for in a ſhort time Tianna returned with a party of divers, who, after a repetition of the ceremonies already deſcribed, leaped into the water and diſappeared.—The longeſt period which any of them remained under water was four minutes, but no anchor was to be ſeen.—They were ſent down a ſecond time with the ſame ſucceſs.—At length the buoy-rope was hooked with a ſmall grapnel, ſo that the divers had now no excuſe whatever as to Friday 19.

the

1788. DECEMBER. the uncertainty where the anchor lay; accordingly two of them went down with a three and half inch rope, and bent it in twenty fathoms, as well as if they had been on ſhore, ſo that this important object was fortunately recovered; the loſs of which would have been very diſtreſſing, as they had only one bower left, and an heavy ſheet-anchor, but without any cable of ſufficient ſtrength to bring the latter to the bows.

Saturday 29 In the morning they had light breezes from the land, and as they were heaving up the anchor, in order to get an offing, an heavy ſquall appearing to be brewing from the Weſtward, the King, accompanied by Tianna and ſeveral chiefs, came on board; but the former, when he found that we ſhot out from the bay, thought it time to depart, and accordingly left the ſhip, attended by upwards of an hundred canoes.

As ſoon as they had got an offing they hove to, and the ſquall clearing away, Tianna's treaſures were ordered to be brought upon deck.—They conſiſted of ſaws of different kinds, gimblets, hatchets, adzes, knives and choppers, cloth of various fabrics, carpets of ſeveral colours, a conſiderable quantity of China-ware, and ten bars of iron.—Theſe riches, for ſuch they may be truly denominated to the owner of them, were not to be truſted in one bottom; and as there yet remained about the ſhip ſeveral double canoes that carried each from forty to fifty men, his trunk was handed into one of them, the bars of iron into another, and ſo on, till he had no leſs than five canoes charged with his treaſure, which was ſecurely laſhed to them.—Tianna, after entreating Captain Douglas again and again to bring his family from Atooi to Owhyhee, took a moſt affectionate leave of him and the whole crew, who had ſo long been his conſtant companions and friends; nor were the latter without their emotions of regard, when they ſaw the chief, whoſe amiable diſpoſition and ſuperior qualities had won their ſincere eſteem through

the connection of a long and dangerous voyage, about to be ſeparated from them.—As Tianna left the ſhip, accompanied by a numerous train of his relations in their reſpective canoes, Captain Douglas ordered a ſalute of ſeven guns, as a mark of eſteem to that reſpectable chief, and immediately made ſail to the North Weſt. 1788. DECEMBER.

Though ſeveral European veſſels have been off the iſland, yet as the Iphigenia alone had anchored in Karakakooa-bay, and Captain Douglas and his people were the only Europeans who have ventured on ſhore at Owhyhee ſince the unfortunate death of Captain Cook, the changes which have taken place in the iſland ſince that lamentable event, as far as they came to the knowledge of Captain Douglas, may be conſidered, perhaps, as a matter of ſufficient curioſity to juſtify a curſory mention of them.

Many of the chiefs whom Captain King thought proper to particularize, are no more; and among them the friendly Kaireekeea and the treacherous Koah:—but Eappo, the faithful Eappo, who may be remembered as having brought the bones of the illuſtrious navigator to Captain Clerke, and who had married Tianna's ſiſter, was now on board the Iphigenia, where he had lived ever ſince her arrival off the iſland. As to the revolution in the government, the moſt accurate account, in the opinion of Captain Douglas, was as follows:—

About three years after the death of Captain Cook, Maiha Maiha,—for that was the name which Tome-homy-haw then bore,—had occaſion to ſend a meſſage to the King Terreeoboo, who, for ſome reaſon which did not appear, thought proper to put the meſſenger to death.—But Maiha Maiha being a very powerful chief, and poſſeſſing a very bold and active diſpoſition, contrived to unite the greater part of thoſe of his own rank

1788. DECEMBER. rank to join with him in forwarding his revenge. He, therefore, went immediately to the King, who became ſo irritated by his provoking accuſations, as to reſent the inſult by a blow. On this act, which we muſt ſuppoſe to have been conſidered as in the higheſt degree criminal in the King himſelf, the Chiefs of the iſland ſat in judgment during three days, when it was determined by their councils, that Terreeoboo ſhould ſuffer death. A cup of poiſon, therefore, was inſtantly prepared, and being given to Maiha Maiha, was preſented by him to the King, who refuſed it twice; when being informed that another and more diſhonourable mode of puniſhment was at hand, and obſerving that an executioner ſtood by his ſide, in a ſtate of preparation to knock out his brains, the wretched ſovereign, in an agony of deſpair, drank off the deadly draught, and in a few moments fell from his ſeat and expired.

The ſame power which doomed Terreeoboo to death, deprived his ſon of the royal ſucceſſion, and Maiha Maiha was proclaimed King, by the name of Tome-homy-haw.—Such was the moſt probable hiſtory of this revolution;—though the King himſelf took no common pains to perſuade Captain Douglas that Terreeoboo was poiſoned for having encouraged the natives to the murder of Captain Cook.

Tome-homy-haw, however, appeared to be rather an object of fear than love among his ſubjects.—As far as could be obſerved, he was of a tyrannic diſpoſition, and poſſeſſed few of thoſe qualities which gain a ſovereign the firſt of all titles,—the Father of his people. Captain Douglas mentions a circumſtance which proves at leaſt, that if a blow from the hand or a weapon was conſidered at Owhyhee as a capital offence even in the King, the ſame violence from the foot was, by no means, conſidered as partaking of the ſame criminal nature.—Some of the chiefs propoſing, on ſeeing Captain Douglas ſhave himſelf, that

that the King ſhould undergo the ſame operation, his Majeſty thought proper to kick them all, one after the other, not only without fear, but without mercy. 1788. DECEMBER.

On the 21ſt the ſhips made ſail for Mowee, with the wind from the South. At noon the obſerved latitude was 20° 36′ North, diſtant from Mowee four miles. A freſh gale ſpringing up from the Southward, they ran up to the head of the bay, and had regular ſoundings from thirteen to five fathoms of water over coral-rock, with ſome ſpots of ſand, where they might have anchored with ſafety to their cables, if the wind had not blown ſo freſh on ſhore. They, therefore, hauled out of the bay, and ſteered for the Weſt point of the iſland. At ſix in the evening, they dropped the ſmall bower anchor in five fathoms and an half of water, over ſand and ſhells, and moored with the ſtream anchor, half a cable each way. Sunday 21

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DECEMBER.

CHAP. XXX.

Arrive off Woahoo.—Reception given by Titeeree, King of it, to Captain Douglas.—The Anchors of both Veſſels hove up by the Natives.—Negotiation with the King for the Reſtoration of them.—Quit Woahoo, and proceed to Atooi.—Anchor in Wymoa Bay.—Taheo, the Sovereign, retires up the Country, from an Apprehenſion of Tianna's Arrival.—He returns, and his Alarms ſubſide.—Viſits the Iphigenia.—The Dearneſs of Proviſions.—The ſuppoſed Cauſes of it.—Captain Douglas cautioned of ſecret Deſigns againſt him.—His Conduct thereon.—Ship and Rigging repaired.—Proceed towards Oneeheow.—Forced by contrary Gales to Woahoo.—Arrive in Tiroway Bay in Owhyhee.—Friendly Conduct of Tianna and the King.—Alliance entered into by the Princes of the neighbouring Iſlands, in Favour of the Son of Terreeoboo.—The Aſſiſtance given by Captain Douglas to the Sovereign of Owhyhee, and Tianna.—Deſcription of Tiroway Bay.—Large Quantity of Proviſions ſent by Order of Tome-homyhaw.—Quit Owhyhee.—Diſpute among the Seamen at Wymoa Bay.—Proceed to Oneeheow for Yams.—Quit the Sandwich Iſlands, to return to the North Weſt Coaſt of America.

NO material occurrence took place from the 21ſt, but an attempt of the natives to cut the cable while the Iphigenia was at anchor off the Iſland of Mowee, for which one of them received a very ſevere correction.—They had continued, for ſeveral days, to beat about in ſearch
Tueſday 30 of a good anchoring place; and on the 30th, they worked round the South Eaſt end of the Iſland of Woahoo, and at eight in the evening were

close in with a large bay.—The following day at noon, on finding that the current set them down towards a shoal, which the sea broke over with great force, they made sail and pushed out from the land, when they had five, four, and three and an half fathoms of water, about four miles from the shore. At four in the afternoon they tacked and stood in, to try for anchorage; but the wind blowing too fresh on land, and a number of shoals and banks being under their lee, they were obliged to put about. 1788. DECEMBER. Wednesday 31

Having stood off till four in the morning, the wind drew round to the Eastward, and brought clear, moderate weather. They were now informed by the natives that Titeerce, the King, lived on the East-side of the bay.—The jolly-boat was, therefore, sent to sound opposite a sandy bay, while the Iphigenia stood off under an easy sail. At noon the jolly-boat made signal for anchorage, when they accordingly run in and dropped the stream anchor in eleven fathoms of water, over sand and shells, at the distance of about three miles from a village, and two from an high bluff land on the Eastern side of the bay. The two extreme points which form this large bay, bearing from West half North, to East South East. It is called by the natives Witetee, and the only good anchorage appears to be on the Eastern side: while the trade-wind blows, a vessel may ride in safety; but if the wind varies to the South East or West, it then becomes dangerous, on account of the number of shoals and banks which it contains. 1789. JANUARY. Thursday 1

After they had dropped anchor, Captain Douglas dispatched a present to the King, accompanied with an invitation to see him on board, and at four in the afternoon he paid a visit to the Iphigenia. The sovereign of Woahoo was saluted with the discharge of five guns on his arrival on board, and a second present of adzes, choppers and knives was

1789. JANUARY. offered to him; when he readily promiſed that the taboo ſhould be taken off the hogs, as far as it related to them, and that they ſhould be plentifully ſupplied from the iſlands of Mowee, Ranai, Morotoi and Woahoo.

Friday 2 In the morning the King repeated his viſit, bringing a preſent of hogs, taro-root and potatoes, with a turtle, and ſome fiſh of the trout kind.—Early in the afternoon he went on ſhore, and ſoon after Captain Douglas followed him in the jolly-boat. He was received very cordially by Titeeree, who took him round the village, ſhewed him ſeveral plantations, and conducted him to ſome large ponds, which appeared to be full of fiſh.—He mentioned alſo ſome others where he had a quantity of turtle, and promiſed to bring one on board the next day.

Saturday 3 The next morning Titeeree viſited the ſhip, with a preſent of a turtle and ſome hogs.—About ten o'clock a double canoe, ſchooner rigged, came round the Eaſt point of the bay. The natives were deceived as well as the people in the ſhip; for they all imagined it to be the North Weſt America, which had not been ſeen for ſome days, till the canoe came within a ſhort diſtance. She had got jib, main-ſail and fore-ſail as well as thoſe of the ſchooner.

On the 10th they were joined by Captain Funter, who had been beating off the Weſt point of the iſland for ſeveral days paſt, without being able to join the Iphigenia.

Nothing of material occurrence took place during the time which the veſſels remained at Woahoo, except the loſs of both their anchors; which Titeeree, who, in every other reſpect, behaved with the greateſt kindneſs, contrived, though it blew a gale of wind, to heave up and get

get a-ſhore, with their cables. As this was a loſs of the utmoſt conſequence, and, ſituated as they were, would have prevented their future progreſs, it became abſolutely neceſſary to be very ſerious in their endeavours to recover them. The King did not attempt to hide the theft; and the people whom Captain Douglas ſent to him to demand the reſtoration of the anchors and cables, ſaw them lying in his houſe.—Indeed, they ſeem to have been taken with no other view than to compel Captain Douglas to leave ſome of his armourers at Woahoo, as the condition of their being reſtored. However, the anchors, &c. were regained, on preſenting the King with a piſtol, a muſquet, and a ſmall quantity of ammunition; accompanied alſo with ſome very neceſſary menaces, that if he did not reſtore the articles he had taken, his town ſhould be laid in aſhes. 1789. JANUARY.

After having laid in ſuch a ſtock of proviſions as it was in their power to purchaſe, and having filled ſome caſks with water, at half paſt five in the afternoon of the 25th, the two veſſels got under way, and ſtood out of the bay. At noon of the following day, the obſerved latitude was 21° 23′ North; and the extremities of Woahoo bore from Eaſt by South, to North Weſt by North, diſtant from ſhore about four miles. Sunday 25.

At two in the afternoon of the 26th, they ſaw the iſland of Atooi, bearing Weſt by North half North; and in the courſe of the night had a ſtrong current ſetting againſt them, with the wind from the Weſtward. At noon of the 29th, they dropped anchor in Wymoa Bay, in twenty-three fathoms of water, over a muddy bottom:—The two extreme points which form the bay, bearing from Eaſt South Eaſt, to Weſt North Weſt. The Morai on ſhore, bore North Eaſt half North. Monday 26. Thurſday 29.

On

1789. JANUARY. On the arrival of the Iphigenia and the North Weſt America off the iſland, Taheo, the King, and all the chiefs, had gone to a conſiderable diſtance up the country, dreading the effects of Tianna's anger, who, they had been informed, was on board one of the veſſels, and had tabooed every thing on ſhore: but as it was underſtood that the chief, whoſe vengeance was ſo much dreaded, had been left at Owhyhee, meſſengers were immediately ſent after Taheo, who in conſequence of this information, returned in about three days to Wymoa; and on his arrival, ſeveral canoes were ſent off with hogs, potatoes and yams, for which a moſt exorbitant price was demanded. A couple of hatchets, or eighteen inches of bar iron, was expected even for an hog but of a middle ſize. This exorbitant diſpoſition aroſe principally from the ſuggeſtions of a boy, whoſe name was Samuel Hitchcock, who had run away from Captain Colnett, and was become a great favourite with Taheo himſelf.—Indeed, ſo great was his influence with the King, that one of the natives having ſtolen from him a ſmall piece of cloth which he wore round his middle, Taheo ordered the culprit to be purſued to the mountains, whither he had fled, and when the wretched creature was taken, both his eyes were torn from their ſockets, a pahoo was then driven through his heart, and his fleſh ſtripped from the bones, as a bait for ſharks.

But though Taheo returned to Wymoa, he was by no means without apprehenſions as to his ſafety; nor would he accept of Captain Douglas's invitation to come on board the Iphigenia; feigning, as an excuſe, that he had been ill uſed by the crew of a ſhip ſome time before. This alarm, indeed, in a ſhort time ſubſided, and he paid his occaſional viſits to the ſhip, and a friendly communication, at leaſt to all appearance, took place between the natives and their European viſitors.

At

At the ſame time, it was hinted to Captain Douglas to be continually on his guard againſt the deſigns of the King, and of Abinui his miniſter; and he was alſo informed of a poiſonous root well known to the inhabitants of the Sandwich Iſlands, which when ground to powder, might be eaſily ſcattered about the ſhip, or thrown upon their cloaths, without being obſerved, and whoſe power is of ſuch a deadly nature, that if the ſmalleſt quantity of it ſhould be inhaled by the mouth or the noſtrils, the conſequence is immediate death. Captain Douglas, therefore, though he did not very much ſuſpect any murderous intention in Taheo, or his people, thought it a prudent precaution, at all events, to make known his intention, if any attempt was made to poiſon any of the proviſions ſold to them, that he would not leave a native alive whom he ſhould find within his reach. 1789. JANUARY.

But though the quantity of hogs and roots which they could obtain at Atooi, were by no means equal to their expectations, or ſometimes even to their immediate neceſſities, opportunities were taken of doing conſiderable ſervice, by making ſuch repairs in the ſails, cordage, and other articles, which were eſſentially neceſſary to the condition of both the veſſels. It was therefore determined to proceed to Oneeheow; and as Namitahaw, with ſix of his relations, and four women, expreſſed their wiſhes to accompany Tianna's wife and child to Owhyhee, he took them all on board, in the expectation that they would be of very great ſervice to him in procuring ſuch proviſions as he wanted, in the iſland he was proceeding to viſit.

At two in the afternoon of Wedneſday, the 18th of February, both veſſels got under way; and at ſun-ſetting, Wymoa Bay bore North Eaſt. At noon of the following day, the South West end of Oneeheow bore Weſt, at the diſtance of one mile. But ſtrong gales coming on from Wedneſday 18. Thurſday 19

the

1789. FEBRUARY. the North Weſt, and finding that they drove a conſiderable way to the Southward and Eaſtward of Oneeheow and Atooi, and there being every appearance that the wind would continue to the Weſtward, Captain Douglas determined to run over to Woahoo, in order to get a freſh ſupply of proviſions, as they had killed their laſt hog. Accordingly on Saturday
Saturday 21 the 21ſt, at four in the afternoon, a freſh gale ſpringing up from North North Weſt, they bore away for Woahoo. At noon on the following
Sunday 22 day, they paſt the Weſtern point of Witetee Bay, the ſoundings being from fourteen to three fathoms of water, and diſtant five or ſix miles from the ſhore. Captain Douglas obſerves that this ſhoal runs out further than any he had encountered among theſe iſlands, and that it lies in the latitude of 21° 22′ North, and the longitude of 202° 15′ Eaſt of Greenwich.

Monday 23 In the morning of the 23d, they came to their former anchoring ground; and at nine, Titeeree came on board, and ſome of the paſſengers having informed him of the price paid for proviſions at Atooi, he was diſpoſed to imitate the exorbitant demands of the neighbouring iſland; and no inconſiderable quantity of powder and ſhot, for thoſe were now become the favourite articles, was demanded for a ſingle hog; ſo that very peremptory methods were obliged to be employed in order to procure the neceſſary ſupplies.

A freſh breeze ſpringing up from the Weſtward about noon, on the
Tueſday 24 24th, Captain Douglas embraced the favourable occaſion to get over to Owhyhee, where he hoped to find greater plenty, and more reaſonable demands.

At noon on the 2d of March, Owhyhee bore from North half Weſt, to South Eaſt by South, diſtant from the ſhore about two leagues; and very

very ſhortly after Tianna came on board from a part of the iſland called Toee-Hye,—and when he had indulged himſelf for ſome time in the oppreſſive joy of yearning nature at the ſight of his wife and child, he conducted the ſhip into a bay called by the natives Tiroway; and at four in the afternoon, they anchored in ſixteen fathoms of water, over a fine ſand, the two extreme points bearing from South South Eaſt half Eaſt, diſtant from the ſhore about a mile and an half. In the evening, by the provident care of Tianna, they received a conſiderable quantity of refreſhments. Early in the morning the jolly-boat was ſent to ſound the bay, when good ground was found all acroſs it, from fourteen to twenty-two fathoms of water, over a fine brown ſand. 1789. MARCH. Monday 2 Tueſday 3

The King having been on a fiſhing party, he did not arrive till four in the afternoon; when he came, accompanied by his Queen and daughter, in two diſpatch boats, having quitted his heavy canoes and attendants. He appeared to be overjoyed at their return,—expreſſed his hopes that Tianna had paid them all proper attention in his abſence, and aſſured them that his power in the iſland, and all he himſelf poſſeſſed in it, was at their command. Indeed, the quantity of proviſions with which he cauſed them to be furniſhed, and his anxious endeavours to forward the wiſhes of Captain Douglas in every thing, proved, beyond a doubt, the ſincerity of his profeſſions.

The next day at an early hour, Tome-homy-haw, Tianna, and ſeveral other chiefs, came on board the Iphigenia, and ſoon after the whole company were diſmiſſed by the King, except Tianna; and having thrown a feathered cloak over Captain Douglas, the chief, in the name of the ſovereign and himſelf, began to unfold the ſecrets of their political ſituation. Wedneſday 4

1789. MARCH. He ſtated that Taheo, king of Atooi, and Titeeree, the ſovereign of Mowee, Ranai, Morotoi, and Woahoo, had entered into a compact with Terreemoweeree, the ſurviving ſon of Terreeoboo, who lived on the weather-ſide of the iſland, to diſpoſſeſs Tome-homy-haw of his rank and power, for no other reaſon but becauſe he had permitted Tianna to fix his ſettlement at Owhyhee:—That Taheo had been furniſhed by the Captains Portlock, Dixon, &c. with a quantity of arms and ammunition, on an expreſs condition that he would not afford any ſupplies whatever to Captain Meares and his aſſociates;—for the truth of which information, he appealed to the reception which that gentleman had lately found on putting into the iſland of Atooi, where he could not obtain any refreſhment of any kind:—And Tianna, with tears in his eyes, and the moſt affecting expreſſions, declared his apprehenſions of the diſtreſs which Captain Meares and his crew muſt have ſuffered from the want of proviſions before he reached Macao, if he ſhould have been able, by any means, to have compleated his voyage to China. The ſpeech, which was of conſiderable length, concluded with entreating Captain Douglas to leave two of his men behind him, till his return from America, together with a ſwivel gun, his own fowling-piece, and whatever other arms and ammunition could be ſpared by him.

The preparations which Captain Douglas had ſeen at the other iſlands, and the great demand he had experienced for powder, ſhot and muſquets, induced him to give ſome credit to the ſcheme which Tianna had juſt mentioned: he, therefore, complied with that part of the requeſt which related to the fire-arms, and immediately ordered the carpenter on ſhore, to form a ſtage on one of the largeſt double canoes, to receive the ſwivel.

In

In the afternoon of the following day, the carpenter having finiſhed the canoe, ſhe was brought along-ſide the Iphigenia, when the gun was mounted; but it was with great difficulty that the King could prevail on his people to keep their paddles in their hands while he diſcharged the piece. 1789. MARCH. Thurſday 5

At ſix in the morning, the wind being from the Southward and Eaſtward, a ſignal was made for the King to come on board, when they got under way, ſteering for the bay of Toee-Hye. The King was accompanied by his Queen, Tianna and other principal chiefs, while thoſe of an inferior rank attended the ſhip in a fleet of thirty canoes. Tiroway-Bay, which they now quitted, is ſuperior in many reſpects to that of Karakakooa, the ground being extremely good, with not a ſpot of coral rock in any part of it: beſides, veſſels may lie at ſuch a diſtance from the ſhore, that if the wind blows, they can clear the land with ſafety. The latitude of the ſhip at anchor was 19° 4′ North. At half paſt five in the afternoon, the beſt bower anchor was dropped in ten fathoms of water, oppoſite the village of Toee-Hye, the two extreme points of this large bay bearing from South Weſt by South, to North Weſt by North, diſtant from the ſhore three miles. Friday 6

In the evening, the King and his company went on ſhore; and on the following morning ſent off a preſent of thirty hogs, a quantity of ſalt, cocoa-nuts, potatoes, and taro. As the trade-wind was now blowing freſh, Captain Douglas requeſted that he might, if poſſible, be favoured with immediate ſupplies, as he was in haſte to ſail for America.—Tome-homy-haw, therefore, diſpatched meſſengers up the country, with orders for every one who had an hog to bring it immediately to the village, on pain of death: and at ten the next morning, he himſelf came off with a preſent of fifty hogs, ſome of which weighed fifteen ſtone.— Saturday 7 Sunday 8

1789. MARCH. In the courſe of the day other neceſſary articles were ſent on board; and amongſt other things were twelve geeſe. It may be a matter of curioſity to mention that, at the ſame time, a boat came into the bay with a cock and hen turkey. Theſe animals were going round to breed at the village of Wipeeo. The hen, we were told, had already ſat twice, in different parts of the iſland, and reared her broods to the number of twenty; ſo that in a few years there will be a great abundance of that ſpecies of fowl in theſe iſlands.

In the evening Captain Douglas, after preſenting ſome fire-arms and ammunition to the King and Tianna, took his leave of them; and at midnight they got under way. Their latitude at noon, on the next
Monday 9 day, was 30° 21′ North. They now proceeded to Woahoo, where having got a conſiderable quantity of wood, and made ſome addition to the ſtock of taro and ſugar-cane, they continued their courſe to Atooi; and
Thurſday 12 in the evening of the 12th came to an anchor about two miles to the
Friday 13 Eaſtward of the anchoring-ground. At day-light on the 13th, they got the boats out, and towed the ſhip into her former birth. Taheo and the other principal chiefs were gone to Punna, and Abinui was the only perſon of conſequence remaining at Wymoa, who ſent a preſent of an hog on board, but did not think proper to accompany it.

Saturday 14 In the morning, the long-boat was ſent on ſhore for water, when the men on duty got to quarrelling with ſo much violence, as to draw their knives againſt each other; and when Mr. Viana attempted to part them, a ſeaman, of the name of Jones, threatened to knock him down. As ſuch a diſturbance, if not checked in time, might have been attended with conſequences that would prove fatal to the voyage, Captain Douglas ordered Jones to immediate puniſhment; to which, with the moſt horrid execrations, he refuſed to ſubmit, and run for the fore-top, in ex-

pectation

pectation of meeting with the blunderbuſſes which were generally kept there primed and loaded, in caſe of an attack from the natives, but was prevented from gaining his object by Captain Douglas, who fired a piſtol over his head, and threatened him with a ſecond diſcharge if he proceeded another ſtep. But as it was very evident that ſeveral of the ſhip's crew were diſpoſed to ſupport him, he was ordered either to deliver himſelf up to puniſhment, or inſtantly to leave the ſhip; which he did without the leaſt heſitation, and tranquillity was immediately reſtored. 1789. MARCH.

Having compleated their watering, at five in the afternoon they got under way for Oneeheow, in order to obtain a ſupply of yams. But being prevented by adverſe winds, and a current running ſtrong from the Northward, to make Yam Bay, they were forced, to avoid being driven to the leeward, to bear up for the other bay; and in the afternoon of the following day, they dropped anchor in thirteen fathoms of water; Sunday 15. the bearings of the two points being from South by Eaſt, to North by Eaſt; the ſmall iſland of Tahoora bore at the ſame time, South South Weſt half Weſt, diſtant from the ſhore one mile and an half. In the evening, Captain Douglas being informed of a deſign agitated by ſeveral of the ſeamen to go off with the jolly-boat, gave orders to the officers to keep a ſtrict watch; nevertheleſs, during the night, the quarter-maſter and two of the ſailors had got on ſhore in ſome of the canoes that were along-ſide. They had formed a plan to get off with the boat, and at the ſame time to ſet fire to the ſhip; but being prevented in their diabolical enterpriſe, they had taken an opportunity to eſcape to the iſland. Two of them, however, by the active zeal of honeſt Friday, a native of Oneeheow, who has already been mentioned in theſe pages with the eſteem he ſo well deſerves, were ſhortly brought back to the ſhip; but the quarter-maſter, who was the ringleader in the miſchief,

1789. MARCH. could not be brought off on account of the ſurf, and was therefore left behind: for ſuch was the ſituation of both veſſels, being in want of many neceſſary articles,—the North Weſt America having alſo loſt her anchor,—that though, according to his inſtructions, Captain Douglas was to have proceeded to the Northward, he was under the neceſſity of diſobeying them, and proceeding immediately to the Coaſt of America, where he had every reaſon to hope he ſhould meet with a ſhip from China.

The Iphigenia and the Schooner had now been near four months among theſe iſlands; and it is to the honour of Captain Douglas, that he conducted himſelf with that prudent attention to circumſtances, as to have avoided any ſerious diſpute with the natives of any of them.

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MARCH.

CHAP. XXXI.

They leave Oneeheow, and proceed on their Return to the North Weſt Coaſt of America.—Paſs Bird Iſland.—Particular Circumſtance reſpecting the Compaſs.—The Arrival of the IPHIGENIA *and the* NORTH WEST AMERICA *at Nootka Sound.—The latter diſpatched on a Trading Voyage, and the Reaſons of it.—The Arrival of a Spaniſh Ship.—The Conduct of the Spaniſh Commander.—Seizure of the* IPHIGENIA, *&c.—She is obliged to leave Nootka Sound, and proceeds to the Northward.—Trade with the Natives of the Coaſt.—Anchor off a Village named Fort Pitt.—Deſcription of Buccleugh's Sound.—Anchor in Haines's Cove.—A War threatened between two Tribes of Natives.—The Means employed to prevent it.—An Account of Mac Intire's Bay.—Examine Cox's Channel.—A Deſign formed by the Natives to get Poſſeſſion of the Ship.—Diſcovered to Captain Douglas by the Women.—Friendly Conduct of a Chief named Blakow.—All the Bar-Iron expended.—Paſs Cox's Channel.—Trade with the Natives of Tatanee.—Quit the Coaſt of America.—Return to the Sandwich Iſlands.—Fortunate Eſcape from a Deſign of the King and Chiefs of Owhyhee on Captain Douglas and his People, &c.—Touch at the different Iſlands for Proviſions, &c.—Proceed on their Voyage to China.—Arrive off Macao, &c.*

HAVING got about a month's ſtore of yams, the two veſſels ſet ſail; and having loſt ſight of the iſland of Oneeheow on the 18th, they proceeded in company to the North Weſt, with the wind from North North Eaſt. At three the next morning, land was ſeen a-head; and at four, being almoſt cloſe up with it, they hove to till day-light. Wedneſday 18

This

1789. April. This iſland or rock, bears the form of a ſaddle, high at each end, and low in the middle. To the South it is covered with verdure; but on the North, Weſt and Eaſt ſides, it is a barren rock, perpendicularly ſteep, and did not appear to be acceſſible but to the feathered race, with which it abounds. It was therefore named Bird Iſland. It lies in the latitude of 23° 07′ North, and in the longitude of 198° 10′ Eaſt, by a medium of ſeveral obſerved diſtances of the ſun and moon.

Nothing very material took place during the voyage of the Iphigenia and North Weſt America back to Nootka Sound. They both ſuffered thoſe inconveniencies which may be ſuppoſed to ariſe from the ſcanty ſtore of many articles neceſſary for the comfort and navigation of a ſhip.—It may be proper, however, to mention, that in the beginning of April, for two or three days together, it became impoſſible to ſteer the ſhip, the compaſſes flying about each way four or five points in a moment.—Captain Douglas remarks, that he experienced the ſame phænomenon laſt year about the ſame latitude. The latitude at this time was from 36° 19′ to 36° 10′ North, and the longitude from 208° 15′ to 210° 13′.

The whole tranſactions concerning the Iphigenia, after her arrival at Nootka Sound, with the conduct of the Spaniſh commander, which have formed a ſubject of diſpute between the Crowns of Great Britain and Spain, are ſtated at large in the Memorial preſented by me to the Houſe of Commons;—I muſt therefore refer the reader to the Appendix of this volume, where he will find the Memorial, with various other papers, explanatory of the mercantile plans and operations of the Aſſociated Company for carrying on a Trade between China and the North Weſt Coaſt of America.

The

The Iphigenia being permitted by the Spaniſh commodore to depart, they quitted Friendly Cove, as is ſeen in the Memorial, and continued their courſe to the Northward, with the wind at South Eaſt.—At ſunſet on the 4th, the Southern extremity of Charlotte's Iſlands bore from Weſt North Weſt, to Weſt by South, diſtant two leagues.—At noon the next day the weather was thick and foggy.—The latitude by account was 52° 33′ North; longitude 228° 27′ Eaſt. 1789. JUNE. Wedneſday 3 Thurſday 4 Friday 5

In the morning of the 6th the fog cleared away, and there were a great number of ſea-otters playing round the ſhip.—At eleven they ſaw a ſmall barren iſland.—At noon the latitude by account was 54° 7′ North, and the longitude 229° 9′ Eaſt.—At three in the afternoon, the current having ſet them to leeward, and out of ſight of the iſland, and being ſurrounded with a number of ſmall iſlets and rocks, they bore up to look out for ſome place of ſhelter before night.—At five they paſſed between a low iſland and the main land.—At ten it fell calm, and the current ſet them down to a ſmall iſland, and no ſoundings to be obtained with eighty fathoms of line; the boats were therefore hoiſted out, and the ſhip towed clear of the iſland, into 26 fathoms water, when they dropped the ſtream anchor over a muddy ground. Saturday 6

At break of day it was low water, when a ledge of rocks was ſeen above water, within leſs than a cable's length of the ſhip: a breeze ſpringing up, they weighed anchor and worked out of the ſound. At eleven the wind dying away, the ſtream anchor was dropped in fifty-five fathoms water, at the entrance of the ſound. At noon a breeze ſprung up from the South Eaſt, when they weighed and ſtood to the South Weſt. The latitude by obſervation was 54° 45′ North, and the longitude 229° 15′ Eaſt. Sunday 7

1789. JUNE. The weather was now become fair and moderate; and the early part of the afternoon, on obſerving a canoe paddling towards the ſhip, they ſhortened ſail, and purchaſed three cotſacks of the ſea-otter's ſkin.—The natives made Captain Douglas underſtand that there were more nickees at a village to which they pointed.—He therefore wore, and ſtood to the North Eaſt, in company with the canoe; and at ſix dropped the ſtream anchor in thirty-five fathoms water, oppoſite a village which ſtands upon an high rock, and has the appearance of a fort. This place, which is in the latitude of 54° 58′, longitude 229° 43′ Eaſt, Captain Douglas named Fort Pitt. They bought ſeveral otter-ſkins of the natives; but in the morn-

Monday 8 ing, there being no ſigns of any further traffic, they weighed anchor and ſtood to the Weſtward.—At noon the obſerved latitude was 54° 46′, and the longitude 229° 12′ Eaſt.

In this large ſound, which was now named Buccleugh's Sound, there are ſeveral arms and branches, ſome of which take an Eaſterly direction, and run as far as the eye could reach; one or two others took a Northerly direction, and, in the opinion of Captain Douglas, communicate with Port Meares and Sea Otter Sound.—The two capes, which form Buccleugh's Sound, were named Cape Farmer and Cape Murray.—The former, which is the Southernmoſt, lies in the latitude of 54° 35′ North, longitude 229° 16′ Eaſt; and the latitude of the latter is 54° 43′ North, and its longitude 228° 10′ Eaſt.—A low iſland, covered with trees, about three leagues in circumference, which they paſſed the day before, and lies off Cape Farmer, was named Petries Iſland.—It is in the latitude of 54° 42′, and in the longitude of 229° 20′.—An high mountain on the Weſt ſide of the ſound, where they perceived the appearance of a village with their glaſſes, was called Mount Saint Lazaro.—It lies in the latitude of 54° 52′ North; longitude 228° 56′ Eaſt. At eleven at night they made ſail to clear a ſmall rocky iſland that lies off Cape Murray.

At

At noon the next day the entrance of Port Meares bore Weſt by North, but having only the nine inch cable which was got from the Spaniards, Captain Douglas did not think it prudent to bring up there, on account of its expoſure to the South Eaſt winds; but having, at this time a leading breeze, they ſteered right up the ſound, paſſing ſeven or eight iſlands which lie in the middle of it.—In the afternoon the long-boat was ordered out, and an officer ſent to ſound and diſcover ſome place of ſhelter.—In about three hours he returned, having found out a fine cove, about four miles higher up the ſound; and at ſeven in the evening they dropped the bower anchor in fifteen fathoms water, over ſand and ſhells, about half a mile from the larboard ſhore, and at twice that diſtance from the ſtarboard ſhore. 1789. JUNE. Tueſday 9

Captain Douglas repreſents this harbour as by much the beſt he had ſeen on the coaſt of America.—The entrance of it is not more than half a mile from ſhore to ſhore, off which an iſland is ſituated of about a mile in circumference; ſo that a veſſel may lay there in a ſtate of ſecurity from all winds.—At the bottom of this cove, which is about two miles from the entrance, there is a very fine beach, and in the middle of it there is alſo a ſmall iſland, round which the tide flows:—It was named Haines's Cove, and is in the latitude of 54° 57′ North, and longitude 228° 3′ Eaſt. Friday 13

Several ſucceeding days were employed in purchaſing furs, fiſh, and oil, and making ſome neceſſary repairs to the ſhip and rigging:—Nor did any thing material happen till the afternoon of the 17th, when the chiefs of the two villages, on different ſides of the cove, having had ſome diſagreement, they prepared for war, and a very bloody conflict, to all appearance, was prevented, by the interpoſition of the women, which, after a very loud and angry debate, that laſted upwards of an hour, pro- Wednesday 17

1789. JUNE. duced a reconciliation betweeen the hoſtile parties.—One of the chiefs, attended by his canoes, paddled round the Iphigenia, and chaunted a ſong as an acknowledgment to Captain Douglas, that he had not taken part in the diſpute; while the other party were received at the village of their tribe, by the women and children, with the tuneful acclamations of welcome or of triumph.

Friday 19 At eight o'clock, on the morning of the 19th, a breeze ſpringing up from the South Weſt, they weighed anchor, and made ſail out of the cove.—At noon, the extremes of the land, from Cape Murray, which forms Port Meares, bore North Eaſt by Eaſt, to an high bluff, which was now named Cape Irving:—The latter lies in the latitude of 54° 49′ North, and the longitude 227° 43′ Eaſt.—The two capes, bearing about Eaſt and Weſt from each other.—The North Weſt point of Charlotte's Iſlands alſo bore South by Weſt half Weſt, diſtant twelve or fourteen leagues.

The weather was moderate and cloudy, with the wind from the South Weſt.—At ſun-ſet, there being the appearance of an inlet, which bore South South Weſt, they ſtood acroſs a deep bay, when they had irregular ſoundings, from twenty-ſix to eleven fathoms water, at the diſtance of two leagues from the ſhore;—the wind dying away they dropped the ſtream-anchor, the two points which form the bay, bearing from Weſt, one quarter North, to North Eaſt half Eaſt, diſtant from the ſhore four miles. It was now named M'Intire's Bay, and lies in the latitude of 53° 58′ North, and longitude 228° 6′ Eaſt.

Saturday 20 In the morning of the 20th, the long-boat was diſpatched to the head of the bay, to diſcover if there was any paſſage up the inlet;—and the account received on her return was, that toward the head of the

bay a bar run acroſs, on which the long-boat got a-ground; but that within it there was the appearance of a large ſound. Several canoes now came along-ſide the ſhip, and having purchaſed their ſtock of furs, Captain Douglas got under way to look into an inlet which he had obſerved the preceding year.—At noon it was exceeding hazy, and no obſervation was made. 1788. JUNE.

Early in the afternoon the long-boat was ſent, well manned and armed, to examine the inlet and ſound for anchorage; and ſoon after, twelve canoes being ſeen making their way towards her, while ſeveral others were coming off to the ſhip, Captain Douglas made ſail after the long-boat, which had already made a ſignal for anchorage.—At five o'clock they dropped the bower anchor in twenty-five fathoms water, about four miles from the ſhore, and two from a ſmall barren, rocky iſland, which happened to prove the reſidence of a chief, named Blakow-Coneehaw, whom Captain Douglas had ſeen on the coaſt in his laſt voyage.—He came immediately on board, and welcomed the arrival of the ſhip with a ſong, to which two hundred of his people formed a chorus of the moſt pleaſing melody.—When the voices ceaſed, he paid Captain Douglas the compliment of exchanging names with him, after the manner of the chiefs of the Sandwich Iſlands.

At ſeven in the morning they ſtood up the inlet, and at nine came to in eighteen fathoms water, when they moored the ſhip with the ſtream-anchor. Through this channel, which is formed by Charlotte's Iſlands, and an iſland that lies off the Weſt end of it, the tide was ſound to run very rapid. The paſſage takes its courſe Eaſt and Weſt, about ten or twelve miles, and forms a communication with the open ſea.—It was now named Cox's Channel.—Very ſoon after the ſhip was moored, the long-boat was ſent to ſound in the mid-channel, but no ſoundings Sunday 21

1789. JUNE. ſoundings could be obtained with eighty fathoms of line; but near the rocks, on the ſtarboard ſhore, they had twenty and thirty fathoms water.

Having been viſited the preceding night by two canoes, which lay on their paddles, and dropped down with the tide, as was ſuppoſed, in expectation of finding us all aſleep, they were deſired to keep off, and finding themſelves diſcovered they made haſtily for the ſhore. As no orders had been given to fire at any boat, however ſuſpicious its appearance might be, theſe people were ſuffered to retreat without being interrupted.—This night, however, there happened to be ſeveral women on board, and they gave Captain Douglas to underſtand, that if he or his crew ſhould fall aſleep, all their heads would be cut off, as a plan had been formed by a conſiderable number of the natives, as ſoon as the lights were out, to make an attempt upon the ſhip.—The gunner therefore received his inſtructions, in conſequence of this information, and ſoon after the lights were extinguiſhed, on ſeeing a canoe coming out from among the rocks, he gave the alarm, and fired a gun over her, which was accompanied by the diſcharge of ſeveral muſkets, which drove her back again with the utmoſt precipation.

Monday 22 In the morning the old chief, Blakow Coneehaw, made a long ſpeech from the beach; and the long-boat going on ſhore for wood, there were upwards of forty men iſſued from behind a rock, and held up a thimble and ſome other trifling things, which they had ſtolen from the ſhip;—but when they found that the party did not intend to moleſt them, they gave a very ready and active aſſiſtance in cutting wood, and bringing the water-caſks down to the boat.—Some time after the chief came on board, arrayed, as may be ſuppoſed, in a faſhion of extraordinary ceremony, having four ſkins of the ermine hanging from each ear, and one

from his noſe; when, after Captain Douglas had explained to him the reaſon of their firing the preceding night, he firſt made a long ſpeech to his own people, and then aſſured him that the attempt which had been made, was by ſome of the tribe who inhabited the oppoſite ſhore; and entreated, if they ſhould repeat their nocturnal viſit, that they might be killed as they deſerved.—He added, that he had left his houſe, in order to live along-ſide the ſhip, for the purpoſe of its protection, and that he himſelf had commanded the women to give that information which they had communicated.—This old man exerciſed the moſt friendly ſervices in his power to Captain Douglas, and poſſeſſed a degree of authority over his tribe, very ſuperior to that of any other chief whom they had ſeen on the Coaſt of America. 1788. JUNE.

In the afternoon Captain Douglas took the long-boat and ran acroſs the channel, to an iſland which lay between the ſhip and the village of Tatanee, and invited the chief to be of the party; who, having ſeen him pull up the wild parſley and eat it, he was ſo attentive as to order a large quantity of it, with ſome ſalmon, to be ſent on board every morning.

At ſix o'clock in the morning of the 23d, finding the ground to be bad, they ran acroſs the channel to a ſmall harbour, which is named Beal's Harbour, on the Tartanee ſide; and at ten dropped anchor in nineteen fathoms water, about half a cable's length from the ſhore; the land locked all round, and the great wooden images of Tartanee bore Eaſt, one quarter North; the village on the oppoſite ſhore bearing South half Weſt.—This harbour is in the latitude of 54° 18′ North, and longitude 227° 6′ Eaſt.—It was high water there at the change, twenty minutes paſt midnight; and the tide flows from the Weſtward, ſixteen feet perpendi- Tueſday 23

1789. JUNE. pendicular.—The night tides were higher, by two feet, than thoſe of the day.

The three following days were employed in purchaſing ſkins, and preparing to depart; but as all the ſtock of iron was expended they were under the neceſſity of cutting up the hatch-bars and chain-plates.

Saturday 27 * On the morning of the 27th, as ſoon as the chief returned, who had gone on ſhore the preceding evening, to get a freſh ſupply of proviſions, Captain Douglas gave orders to unmoor, and a breeze ſpringing up, at half paſt nine they got under way, and ſteered through Cox's channel, with ſeveral canoes in tow.—At eleven, having got out of the ſtrength of the tide, which run very rapid, they hove to, and a briſk trade commenced with the natives, who bartered their ſkins for coats, jackets, trowſers, pots, kettles, frying-pans, waſh-hand baſons, and whatever articles of a ſimilar nature could be procured, either from the officers or the men; but they refuſed to take any more of the chain-plates, as the iron of which they were made proved ſo brittle that it broke in their manufacturing of it.—The loſs of the iron and other articles of trade, which had been taken out of the ſhip by the Spaniards, was now very ſeverely felt, as the natives carried back no ſmall quantity of furs, which Captain Douglas had not the means of purchaſing.

This tribe is very numerous; and the village of Tartanee ſtands on a very fine ſpot of ground, round which was ſome appearance of cultivation; and in one place in particular it was evident that ſeed had been lately ſown.—In all probability Captain Gray, in the ſloop Waſhington, had fallen in with this tribe, and employed his conſiderate friendſhip in forming this garden; but this is mere matter of conjecture, as the real fact could not be learned from the natives. From the ſame benevolent ſpirit

ſpirit Captain Douglas himſelf planted ſome beans, and gave the natives a quantity for the ſame uſeful purpoſe; and there is little doubt but that excellent and wholeſome vegetable, at this time, forms an article of luxury in the village of Tatanee. This people, indeed, were ſo fond of the cookery practiſed on board the Iphigenia, that they very frequently refuſed to traffic with their ſkins, till they had been taken down to the cabin, and regaled with a previous entertainment. 1789. JUNE.

The weather had been ſo thick and hazy, ſince they had quitted Nootka Sound, that it was impoſſible to get a ſight of the moon or ſtars for the purpoſe of making an obſervation; Captain Douglas, therefore, was under the neceſſity of reducing the longitude of the different places which he viſited, from the obſervations he had made during his voyage of the preceding year.

The Iphigenia now proceeded on her way to the Sandwich Iſlands, and without the intervention of any occurrence that merits a particular relation;—and it appeared on the 18th of July, by a medium of ſeveral obſervations, that ſhe was in the longitude of 206° 20′. And at ſun-riſe of the 20th, the extremes of Owhyhee bore from North Eaſt by North, to South half Eaſt, two leagues off ſhore. JULY. Saturday 18 Monday 20

The ſecond viſit of Captain Douglas to theſe iſlands had well nigh completed the misfortunes of his voyage;—as a plan had been formed by the chiefs of Owhyhee to cut him off with his crew, and then to rob and deſtroy the ſhip.—Indeed it was in a great meaſure owing to the manly and prudent conduct of Captain Douglas that this ſcheme, which was regularly formed and adjuſted, proved abortive.—This deſign was to have been executed on board the Iphigenia; and the treacherous chiefs, who were to have taken the lead in the buſineſs, had already introduced themſelves

1789. July. ſelves into the ſhip.—One of them had got a piſtol, others held daggers in their hands; and, as it may be ſuppoſed, all were, in ſome way or other, ſecretly armed, becauſe, as it afterwards appeared, each had his allotted part to perform in the intended maſſacre. The king's elder brother and Aropee had engaged to kill Captain Douglas;—Pareeonow was appointed to ſtab Mr. Adamſon, the principal officer;—Terreametee, the younger brother of the king, was to perform the ſame inhuman office for the boatſwain, and the other chiefs had each his murderous work aſſigned him; which being compleated, a ſignal was to have been given for the natives, who lay in their canoes, to get on board, and to throw all that remained alive into the ſea.—The veſſel was then to have been pulled in pieces, and carried up into the mountains, in order to prevent any ſuſpicions of what had happened from alarming ſuch ſtrangers as might viſit the iſland at any future period.

Such was the account which Tianna gave to Captain Douglas, with tears and lamentations, of the intended tragedy, in which, though he could not prevent the deſign, he refuſed to co-operate, and had employed his ſervant to give notice of it; but the man had been ſo cloſely watched by ſome or other of the chiefs, that he had not found an opportunity to make the purpoſed communication.

When, however, Captain Douglas ſaw the chiefs armed, and found that the queen had been ſecretly conveyed away from the ſhip: he began to ſuſpect miſchief and acted accordingly. He took care, in the firſt place, not to betray any ſigns of apprehenſion or alarm; and very properly conceiving that if he ſhould call his people up to prevent the apparent danger, it might drive the inſidious people to ſome act of deſpair that might produce very fatal conſequences to the ſhip,—he determined to try a more tranquil method; and, under various pretences

tences, got a piſtol from one of the chiefs, and a dagger from another, and being armed himſelf, he waited with impatience for the arrival of Tianna, who was on ſhore, to determine in what manner he ſhould finally proceed. In a very ſhort time that chief came on board, and Captain Douglas taking him alone into his cabin and bolting the door, he inſiſted upon being informed concerning the intentions of the king and his people, when Tianna threw himſelf upon the floor, in an agony of diſtreſs, and unfolded what has been already related,—laid the whole blame on the king, and recommended that he ſhould be inſtantly put to death. Captain Douglas immediately jumped on deck, with a loaded piſtol in each hand, which had ſuch an effect on the chiefs, who were aſſembled there, that they quitted the ſhip in an inſtant, and drove their canoe ſwiftly to the ſhore. 1789. JULY.

Such an hoſtile and treacherous conduct in the king and his attendants, as we have juſt related, might be ſuppoſed to have broken off all intercourſe between the ſhip and the natives; but as it was abſolutely neceſſary to procure proviſions for the future part of the voyage, an humiliating apology was received from Tome-homy-haw, for what had paſſed, who laid all the blame on his chiefs; and a communication was renewed with the natives, which produced great plenty of hogs and fruit, as well as baſs-rope, the latter article being provided on account of the miſerable ſtate of the cordage, &c. on board the ſhip.

On the 27th, Captain Douglas, after having left letters for myſelf and Captain Funter, in caſe either of us ſhould touch at Owhyhee, quitted the iſland.—Tome-homy-haw, to the laſt, intreated forgiveneſs, and expreſſed the deepeſt concern for the alarm which he and his chiefs had occaſioned; and Tianna, with all the ſenſibility of an honeſt and ingenuous mind, continued to lament it.—Indeed, ſuch was their conduct Monday 27

1789. AUGUST. and behaviour when the moment approached for the Iphigenia to depart, that there can be no doubt but that British ships will hereafter find in this island, all the comfort, protection, and friendship, which Tomehomy-haw and Tianna may have it in their power to procure them.

Tuesday 28 On the following day they came to an anchor in Witetee Bay, in the Island of Woahoo; but every article of trade being now expended, the armourers were ordered to cut up the rudder chains, in order to purchase the provisions with which several canoes had come laden from the shore.

After touching at the other islands for water, yams, &c. on the 10th Monday 10 of August, they quitted the Sandwich Islands, and made sail to the Westward.

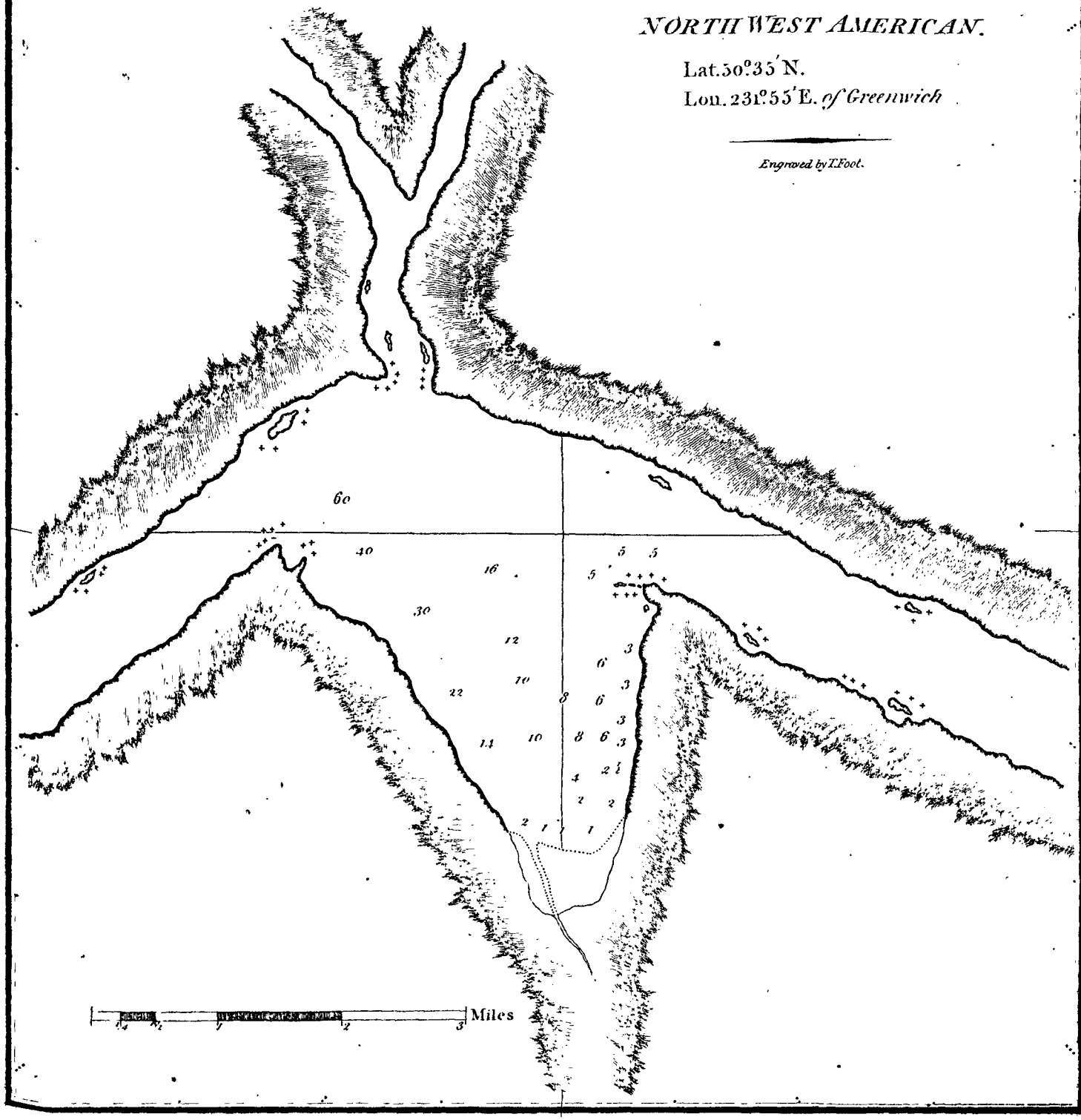
On the 4th of October, without having met with any intervening occurrence of particular curiosity, apprehension, or good fortune, that would justify a description, they saw the Coast of China; and, on the following day, the Iphigenia, after her long and various voyages, and all the dangers as well as interruptions encountered in them, arrived late, and came to an anchor in the roads of Macao.

THE END.

(A Sketch)
of
RAFT-COVE,
taken by Mr. Funter, *Master of the*
NORTH WEST AMERICAN.

Lat. 50°35′ N.
Lon. 231°55′ E. *of Greenwich*

Engraved by T. Foot.



TABLES

OF THE

ROUTE *of the* FELICE, *the* VARIATION *of the* COMPASS, *and* METEOROLOGICAL OBSERVATIONS, *during the* VOYAGE.

N. B. In theſe TABLES, the Situation of the Ship, at Noon, is in general ſet down; and the Variation as obſerved ſome Time of the ſame Day.

TABLE I.

From CANTON *in* CHINA, *to the* PHILIPPINE ISLANDS.

Time.	*Latitude North.*		*Longitude East.*		*Variat. East.*	*Wind, Weather, and Remarks.*
1788.	*Deg.*	*Min.*	*Deg.*	*Min.*	*Deg. Min.*	
					——	South Eaſt, light breezes, and at times extremely foggy.
Jan. 22	21	33	——		——	Variable; light breezes, with freſh gales: cloudy, hazy, and at times extremely foggy.
23	20	54	114	24	——	Variable; ſqually with hard rain: freſh breezes, with a great ſea from N. E.
24	18	54	115	8	——	E. N. E. and N. E. by E. gloomy and unpleaſant, with a heavy ſea.
25	18	0	117	1	——	N. E. by N. and N. E. ſtrong gales: during the night it blew extremely hard, with a great hollow ſea.
26	17	5	118	0	——	Variable; a very high ſea from the N.E. great quantities of rock-weed and drift-wood.
27	16	20	119	12	——	N. E. and N. by E. freſh breezes and cloudy firſt part, afterwards moderate and fine. Luconia N. N. E. to E. S. E. 12 or 14 leagues.
28	16	16	——		——	Variable; moderate breezes and fine weather. Luconia N. N. E. to S. S. W. 6 leagues.
29	15	52	——		——	Variable; and fine weather. Land N. by E. to N. E. by E. 6 leagues.
30	15	19	——		——	Variable; freſh breezes and fine. Goat Iſland N. E. by N. 6 leagues. Luconia N. by W. to S. E. 14 leagues. The Luban Iſles.
31	13	45	——		——	Variable; freſh breezes and fair: the night tempeſtuous, and a high ſea. Between Mindoro and the Calamines.
Feb. 1	12	59	——		——	Variable; moderate and pleaſant; the night tempeſtuous. Under the ſhores of Mindoro.
2	12	36	——		——	N. E. Weather moderate. Panay N. E. by E. to S. E. 9 leagues.
3	10	53	——		——	Variable; moderate breezes and fine. Panay 4 miles.
4	10	36	——		——	Variable; freſh breezes and clear.
5	8	51	——		——	N. E. and variable; pleaſant breezes and fair. Magindanao E. 7 or 8 leagues.
6	7	22	——		——	N N.W. and variable; moderate breezes and fine. Baſilan S.S.W. 9 leagues. On the Magindanao Shore.
7	7	8	——		——	Variable; light airs. At anchor at Fort Caldera, at Samboingan, in Magindanao.
8	6	58	122	28	——	

APPENDIX.

TABLE II.

ROUTE *of the* FELICE *from* SAMBOINGAN *to* NOOKTA, *or* KING GEORGE'S SOUND, *on the* N. W. COAST *of* AMERICA.

Time.	*Latitude. North.*		*Longitude East.*		*Variat. East.*		*Winds, Weather, and Remarks.*
1788.	*Deg.*	*Min.*	*Deg.*	*Min.*	*Deg.*	*Min.*	
Feb. 12	6	34	——		——		N. N.W. freſh gales; Baſilan S. W. by S. to W. N.W. 4 leagues, and two ſmall iſlands, named Felice's Iſlands, N. by E. 4 miles.
13	6	48	124	50	1	10	Light and variable winds; ſultry and cloudy; in the night heavy rain off Magindanao.
14	6	2	——		——		Variable light airs; hot and ſultry: hard rain during the night. Magindanao E. half N. 8 leagues.
15	4	58	126	36	——		E. N. E. light breezes and cloudy; during the night windy; two ſmall iſlands S. S. E. 5 leagues. Magindanao N. 13 leagues, and ſeveral other ſmall iſlands; and one almoſt level with the water, half a mile, which we called Providence Iſland.
16	3	32	127	58	——		N. E. freſh breezes and fine; paſſed between two ſmall iſlands. The Talour Iſlands N. N. E. Sanguir Iſland W.
17	2	40	128	10	——		N. E. and E. N. E. ſtrong breezes and fair. Land E. 12 leagues. Land at S.S.W. North Cape E. 14 leagues. Morintay N. E. by E. half E. to E. S. E. 6 leagues.
18	2	35	——		——		N. E. ſtrong wind and ſqually; paſſed between Riou and Jelolo; Morintay in ſight.
19	1	47	——		——		N. E. by N. and N. moderate breezes, with flying ſhowers of rain; paſſed a number of ſmall iſlands, between Morintay and Jelolo. Riou S.W. by W. to S.W. half S. 9 leagues. Jelolo S. S.W. to S. E. 11 leagues.
20	1	56	——		——		N. E. light airs and fine weather. Morintay S. by W. half W. to W. by N. half N. 16 leagues. Jelolo S. by W. to S. W. 14 leagues.
21	1	9	——		——		N. E. light breezes and fine. Morintay N. W. to W. 14 leagues.
22	0	22	131	10	——		N. E. light breezes and cloudy. Land ſeen E. S. E. to W. by N. 9 leagues. Wagiew S. E. by E. to W. 6 leagues.
23	0	20	131	31	——		Variable, and N. W. ſqually with rain. Wagiew S. E. half E. to S.W. by W. 4 leagues; two ſmall iſlands in the N. E. quarter.
24	0	26	132	19	2	0	W. N. W. light breezes, ſqually with rain. The Tattee Iſlands in ſight.
25	1	2	133	53	——		W. S. W. and W. N. W. light breezes and ſultry. Near the Tatee Iſlands.
26	1	2	135	38	——		W. N.W. pleaſant breezes and fine weather, with a large ſwell from the N. E. and very ſultry. Paſſed the Tattee Iſlands.
27	0	56	136	35	1	0	Variable; cloſe and ſultry; thunder and lightning; ſqualls of rain. Paſſed the Freewill Iſlands.
28	0	55	137	38	——		Variable; light winds, ſultry and ſqually, with much rain, thunder and lightning.—Near the Freewill Iſlands.

APPENDIX.

TABLE II. *continued.*

ROUTE *of the* FELICE *from* SAMBOINGAN *to* NOOTKA, *or* KING GEORGE'S SOUND, *on the* N. W. COAST *of* AMERICA.

Time.	*Latitude North.*		*Longitude East.*		*Variat. East.*		*Winds, Weather, and Remarks.*
1788.	*Deg.*	*Min.*	*Deg.*	*Min.*	*Deg.*	*Min.*	
Feb. 29	1	7	137	10	——		S. E. light airs, with frequent ſqualls of rain; near the Freewill Iſlands.
March 1	1	40	136	56	——		Variable; from N. E. to E. N. E. thick cloudy weather, very ſultry, and heavy ſqualls of rain.
2	2	52	136	37	2	30	N. E. moderate breezes, cloudy, ſqually, and heavy rain.
3	3	5	137	9	2	30	N. Eaſterly, extremely tempeſtuous, and very heavy rains.
4	3	—	137	59	——		N. E. very ſqually, great rains, and much ſea.
5	3	14	138	58	——		N. E. moderate, cloudy; a great ſwell from N. E.
6	3	14	139	58	——		Variable, light breezes, ſqualls of rain.
7	2	58	141	18	——		N. Eaſterly, ſqually, with ſhowers of rain.
8	2	55	142	47	——		N. Eaſterly, ſqualls, much thunder, lightning, and heavy rain; after, light breezes and ſultry.
9	3	17	142	25	——		Variable, light winds, flying ſhowers.
10	3	22	——		——		Variable, light airs, cloſe and ſultry.
11	3	50	142	55	2	18	N. Eaſterly, ſqually, hard rain, cloſe and ſultry.
12	3	15	144	25	——		N. N. E. ſqually, hard rain.
13	2	45	145	37	——		Variable; moderate breeze, cloudy, very ſultry.
14	2	27	146	35	——		N. N. E. pleaſant breezes, fine weather.
15	2	41	145	15	——		Variable, light airs, extremely ſultry.
17	3	25	146	30	——		N. Eaſterly, moderate breezes, fine, and extremely ſultry.
18	4	14	147	58	——		E. N. E. light breezes and fine weather.
19	5	12	147	9	4	—	N. E. moderate breezes and fine weather.
20	6	37	146	3	4	—	Variable light breezes and fine weather; a large ſwell from N. E
21	8	22	146	4	3	26	N. E. pleaſant breeze, cloudy; a large ſwell.
22	9	48	145	18	3	12	Variable; freſh breezes, flying ſhowers of rain and cloudy.
23	11	18	144	45	3	6	N. E. pleaſant breezes, ſqualls of rain.
24	12	36	143	58	3	10	N. Eaſterly, pleaſant breezes and fine weather.
25	14	—	142	58	3	50	N. E. pleaſant breezes, fine weather.
26	15	26	142	26	3	36	N. E. pleaſant breezes, fine weather.
27	17	2	141	45	——		N. E. freſh breezes, fine weather; numbers of birds ſeen about the ſhip.
28	18	7	141	12	——		N. E. cloudy, ſqualls of rain.
29	19	29	140	25	4	24	N. E. freſh breezes, much ſwell, a heavy and confuſed ſea.
30	21	2	139	48	4	24	N. E. light breezes, hazy.
31	21	53	140	26	——		E. by S. and S. E. light airs and hazy.
April 1	22	26	139	38	——		Variable; clouds black and heavy, thunder and lightning; numerous flocks of birds.
2	——		——		——		Variable; freſh breezes, cloudy, thunder and lightning, with a very heavy ſea and ſome rain, with a terrible whirlwind.

APPENDIX.

TABLE II. *continued.*

ROUTE *of the* FELICE *from* SAMBOINGAN *to* NOOTKA, *or* KING GEORGE'S SOUND, *on the* N. W. COAST *of* AMERICA.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1788.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
April 3	24 56	143 39	——	N. W. violent gales, with thunder, lightning and rain, and a mountainous ſea.
4	24 44	145 41	——	N. E. ſtrong breezes and clear; land ſeen E. N. E. diſtance 8 leagues.
5	——	146 12	——	S. E. freſh breezes, ſome rain, thick and hazy. Two ſmall iſlands abreaſt, 5 or 6 miles; we named them the Grampus Iſles.
6	27 30	148 37	3 20	N. W. ſtrong breezes, a heavy rain, ſteady gales and clear.
7	28 14	151 56	——	W. N. W. ſtrong gales, a heavy ſea, weather clear, and very cold.
8	28 58	154 19	2 24	N. W. freſh breezes and clear weather: and very cold.
9	29 50	157 4	2 —	N. N. W. ſtrong breezes and fair weather: ſaw a rock at E. N. E. half N. 1 league; we named it Lot's Wife: Rock-weed and flocks of birds ſeen.
10	30 5	158 48	——	N. N. W. pleaſant breezes, and fine.
11	31 22	159 36	——	Variable, light breezes; cloudy, but pleaſant.
12	33 18	——	4. 24	South; freſh breezes and fine weather; rock-weed, flocks of birds, a piece of a canoe and a piece of timber ſeen.
13	——	——	——	S. S. E. a ſtrong gale, gloomy and overcaſt, ſmall rain and thick weather, and a great ſea; ſaw rock-weed and a reddiſh ſpawn.
14	36 20	167 —	——	N. W. hard gales and a heavy rain, and a very confuſed ſea; paſſed more weed.
15	36 49	168 48	6 52	South; light airs and clear weather.
16	38 40	171 26	——	S. E. freſh breezes and drizzling rain, ſtrong breezes and hard rain.
17	38 51	175 10	9 20	E. S. E. hard gales, much rain and a heavy ſea; paſſed a large turtle, large flocks of birds and rock-weed; clear, and extremely cold.
18	39 21	178 3	——	Variable; ſtrong gales and a large ſea.
19	40 20	——	10 23	S. W. and S. S. E. ſtrong gales, with ſqualls of rain; thick and hazy, and a heavy ſea.
20	40 38	182 9	10 23	Variable; ſqually and conſtant rain; paſſed a piece of drift wood.
21	41 14	182 29	11 26	Eaſterly; light airs, cloudy, and very cold.
22	41 44	185 8	12 52	Variable; light breezes, cloudy, hard gales, with ſqualls of ſnow and ſleet, and extremely cold; paſſed a large log of wood.
23	41 35	189 25	——	W. N. W. ſtrong gales, ſqually, a high ſea with hail and ſnow; flocks of birds and rock-weed ſeen, and the trunk of a large tree.
24	——	——	——	W. N. W. and S. by E. very hard gales; a hard rain, and an exceeding great ſea.
25	43 —	196 28	——	W. N. W. very hard gales, with rain, and an immenſe high ſea.

APPENDIX.

TABLE II. *continued.*

ROUTE *of the* FELICE *from* SAMBOINGAN *to* NOOTKA, *or* KING GEORGE'S SOUND, *on the* N. W. COAST *of* AMERICA.

Time.	*Latitude North.*		*Longitude East.*		*Variat. East.*		*Winds, Weather, and Remarks.*
1788.	*Deg.*	*Min.*	*Deg.*	*Min.*	*Deg.*	*Min.*	
April 26	43	35	200	13	——		S. and S.W. by W. ſtrong gales, ſqually, and a great hollow ſea.
27	43	50	204	36	——		S. W. ſtrong gales, ſqually, with rain.
28	44	33	209	36	——		S. ſtrong gales, hazy, and a heavy ſea.
29	45	19	204	2	——		S. S. W. ſtrong breezes, foggy, and much ſea.
30	45	46	207	45	——		W. N. W. ſqually, with ſhowers of rain and ſleet; paſſed a ſecond ſpar.
May 1	46	5	212	5	21	18	W. N. W. and S. ſtrong breezes, ſleet and ſmall rain; moderate and cloudy.
2	46	44	217	1	——		S. S. E. ſtrong breezes, with rain; ſaw a ſmall piece of drift wood and birds.
3	47	45	219	9	21	18	E. N. E. light breezes, ſqually, and ſome rain.
4	48	10	223	22	——		S. S. W. ſqually, thick and hazy, with rain.
5	48	59	226	57	——		S. S. W. freſh breezes and foggy; ſaw a whale.
6	49	28	229	22	——		W. N. W. cloudy, ſmall rain, freſh breezes, foggy; ſaw ſea-ſwallows and ſheer-waters.
7	49	28	223	22	——		W. by N. ſqually, with rain.
8	49	28	——		——		W. by S. ſqually with ſnow and hail; ſaw a ſea-parrot and a piece of drift wood.
9	49	30	——		——		S. Weſterly; ſqualls of ſnow and hail.
10	49	32	230	52	——		Variable; ſqually, with ſnow and hail.
11	49	35	——		——		S. Weſterly; very heavy ſqualls, with ſnow and hail; ſaw land E. by S. 13 leagues.
12	49	26	——		——		S. E. by E. very heavy ſqualls of wind and rain, and much ſea. Nootka Sound N. E. 12 leagues; ſaw a veſſel off the Sound.
13	——		——		——		S. by E. ſtrong gales, ſnow and hail. Entered Friendly Cove, in King George's Sound, abreaſt the village of Nootka.

APPENDIX.

TABLE III.

ROUTE *of the* FELICE *from* NOOTKA, *or* KING GEORGE'S SOUND, *along the* N. W. COAST *of* AMERICA, *and back to* NOOTKA.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1788.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
June 11	49 22	——	21 5	Variable; light winds and clear. Breaker's Point N. W. half W. Half-way Point E. 3 leagues.
12	——	——	——	S. Eaſterly; ſtrong gales, heavy rain and much ſea; off ſhore 6 leag.
13	——	——	——	E. Northerly; ſtrong gales, thick weather and conſtant rains; entered Wicananiſh Port; remained till the 20th; weather ſtormy.
20	——	——	——	In Port Cox, where we remained till the 28th.
29	48 39	——	——	W. Northerly; pleaſant and moderate; off the iſlands of Barclay Sound, and entered the ſtraits of John de Fuca.
30	——	——	——	Weſterly; moderate and fine; Cape Flattery S. E. half E. 6 leagues; paſſed the iſland of Tatootche.
July 1	——	——	——	S. Weſterly; ſtrong gales, hazy and rain; Cape Flattery N. N. W. off the ſhore of Queenhithe. The iſle of Deſtruction 1 mile.
2	——	——	——	S. Weſterly; heavy rain; thick fog; heavy ſea. Paſſed Saddle Hill.
3	47 46	——	——	S. Weſterly; freſh breezes, conſtant rain, thick weather, and a great ſwell from the Weſtward.
4	47 —	——	——	S. W. moderate, clear weather; ſaw Mount Olympus.
5	47 1	——	28 8	S. E. light breezes, clear weather; Mount Olympus N. N. E. 7 leag. Paſſed Low Point and Shoal Water Bay, and Cape Shoal Water.
6	46 10	135 34	——	Northerly; ſtrong gales, a great ſea. Paſſed Cape Diſappointment, into Deception Bay, and hauled out again, and paſſed Quick-ſand Bay, Cape Grenville, and Cape Look-out.
7	45 12	——	16 10	N. Weſterly; ſtrong breezes & cloudy. C. Look-out E. by S. 12 lea.
8	45 10	——	——	N. Weſterly; light breezes, fair.
9	46 34	——	——	S. Weſterly; ſqually, with rain.
10	47 49	——	18 30	N. Weſterly; ſqually, with rain. Cape Beal N. by E. 10 leagues.
11	48 45	——	——	Southerly; light breezes and pleaſant. Entered Port Effingham, where we remained till the 20th.
20	48 41	——	——	S. E. light breezes; left Port Effingham.
21	48 45	——	——	N. Weſterly; freſh breezes; Port Effingham N. W. by N. 5 miles.
22	47 50	——	——	W. N. W. pleaſant breezes; Breaker's Point N. W.; the Sugar Loaf, or Port Cox, W. N. W. 15 or 16 leagues.
23	48 36	——	——	Variable; light breezes; ſmall rain.
24	49 40	——	——	S. Eaſterly; thick and hazy; ſmall rain.
25	49 38	——	——	S. Eaſterly; thick and foggy; King George's Sound E. N. E. 6 leag.
Aug. 8	——	——	——	Sailed out of Friendly Cove.
9	49 25	——	——	E. Southerly; freſh breezes; thick and foggy. Spoke to the Princeſs Royal of London, Captain Duncan.
10	——	——	——	E. by S. At Port Cox, where we remained till the 20th.
24	——	——	——	Returned to Nootka, where we remained till the 23d September.

APPENDIX.

TABLE IV.

ROUTE *of the* FELICE *from* NOOTKA, *or* KING GEORGE'S SOUND, *to the* SANDWICH ISLANDS.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1788.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
Sept. 23	47 33	——	——	Northerly; a freſh breeze; ſailed out of Friendly Cove; a freſh gale, with much ſea. Breaker's Point E. S. E. Entrance of Friendly Cove N. half Weſt.
24	45 30	231 27	——	N. Weſterly; freſh breezes.
25	43 44	228 31	——	N. by W. pleaſant breezes and cloudy.
26	42 2	225 16	20 16	N. Weſterly, pleaſant breezes and cloudy.
27	40 1	222 52	——	N. W. and N. N. E. moderate breezes: ſqually with ſmall rain.
28	38 42	221 48	——	N. N. E. light breezes and cloudy, with flying ſqualls of rain.
29	37 48	220 39	——	Variable; light breezes and cloudy, with light flying ſqualls of rain.
Oct. 1	——	——	12 —	Variable; light airs; frequent ſqualls, with ſmall rain.
2	36 23	219 —	——	Variable; frequent ſqualls and cloudy.
3	35 12	218 30	12 10	Variable; frequent ſqualls, with heavy rain.
4	34 25	218 17 per Ac. 221 39 per Ob.	——	N. Eaſterly; light breezs and clear.
5	33 53	220 49	——	Variable; light airs and clear.
6	31 44	220 32	——	Variable; ſtrong gales, ſqually, with much ſea.
7	29 36	218 22	——	N. Weſterly; frequent ſqualls; ſhowers of rain, and much ſea.
8	28 1	217 23	——	N. by W. pleaſant breezes and clear.
9	26 40	217 18	9 55	S. Weſterly; pleaſant breezes and clear.
10	26 9	217 46 30	9 2	Variable; light airs and clear.
11	24 50	216 30 40	9 —	N. E. and E. N. E. light airs, the breeze increaſing: a large ſwell from the N. E.
12	22 41	214 34	9 22	E. N. E. freſh trade-wind and clear weather.
13	20 54	212 12	8 55	E. N. E. freſh trade and cloudy.
14	20 15	209 42	——	E. by N. pleaſant trade and cloudy.
15	20 6	209 20	8 36	E. by N. light trade and clear.
16	20 11	207 44	——	E. by N. light trade and clear, intermixed with ſqualls.
17	20 13	——	——	Variable; ſqually, with heavy rain, and hazy. Saw land from E. S. E. to W. N. W. diſtant 6 leagues.
18	——	——	——	In Toe-yah-yah Bay, at the iſland of Owhyhee.

TABLE V.

APPENDIX.

TABLE V.

ROUTE *of the* FELICE *at the* SANDWICH ISLANDS, *and from thence to* CHINA.

Time.	*Latitude North.*		*Longitude East.*		*Variat. East.*		*Winds, Weather, and Remarks.*
1788.	*Deg.*	*Min.*	*Deg.*	*Min.*	*Deg.*	*Min.*	
October 19	20	36	——		——		S. W. and N. E. at ſun-riſe extremes of Mowee bore from W. N. W. to E. N. E. diſtant 3 miles.
20	20	46	——		——		N. E. and variable; light airs and fine; hot and ſultry. Off Mowee.
21	21	11	——		——		Variable; light airs and ſultry. Morotoi from N. W. by W. to the Iſland of Ranai, W. by N. 4 miles. At noon Morotoi E. 10 leagues.
22	21	31	——		——		Variable; pleaſant breezes and fair. Paſſed Woahoo.
23	21	55	——		——		N. Eaſterly; light breezes. At noon Atooi from E. by S. to W. by N. Oneeheow W. by N. 10 leagues.
24	21	59	——		——		N. E. freſh breezes and ſqually. At Wymoa Bay.
25	21	56	——		——		N. E. ſtrong gales. Steering for Oneeheow, where we arrived at about 6 o'clock in the evening.
26	21	56	——		——		E. N. E. moderate and fair. At Oneeheow.
27	21	50	199	45	——		E. N. E. freſh breezes and fair. Left the Iſland of Oneeheow.
28	23	5	196	44	——		N. E. freſh trade and cloudy.
29	23	28	193	42	——		N. E. pleaſant trade, and ſome ſmall rain.
30	23	41	190	40	——		N. Eaſterly; pleaſant trade, with ſome ſqualls and ſmall rain.
31	24	3	187	45	——		N. Eaſterly; ſqually, with ſome rain at noon; pleaſant trade and fair. Many birds about the ſhip.
Nov. 1	20	6	185	15	——		E. N. E. and N. E. ſqually with rain. Several birds about the ſhip.
2	23	47	182	18	——		Variable; ſqually with hard rain; at noon pleaſant trade and fair.
3	23	33	182	50	——		E. S. E. and E. N. E. pleaſant trade and fair; at noon ſqually with rain.
4	22	52	179	55	——		E. N. E. ſqually, with frequent ſhowers of rain; at noon pleaſant breeze and fair.
5	22	24	177	2	——		E. N. E. ſqually, with hard ſhowers of rain; at noon pleaſant trade.
6	21	48	171	06	12	20	E. N. E. freſh trade and pleaſant; the night ſqually with rain; at noon fine and pleaſant.
7	21	48	168	9	——		E. N. E.—N. E. and E. freſh breezes and cloudy.
8	21	48	164	50	11	—	E. N. E. freſh trade and ſqually, with rain.
9	21	49	166	54	11	20	E. by S.—E. and E. N. E. pleaſant breezes and fair.
10	21	42	163	15	10	35	E. by S. and E. N. E. freſh trade and pleaſant.
11	21	33	155	51	10	14	N. E. nearly; freſh breezes and ſqually.
12	21	25	153	10	——		E. N. E. light breezes; hot and ſultry.
13	21	10	150	37	7	44	E. N. E. and E. S. E. light breezes and clear weather.
14	21	10	——		6	35	E. S. E. and E. by N. light breezes and fair.

APPENDIX.

TABLE V. *continued.*

ROUTE *of the* FELICE *at the* SANDWICH ISLANDS, *and from thence to* CHINA.

Time.	*Latitude North.*		*Longitude East.*		*Variat. East.*	*Winds, Weather, and Remarks.*
1788.	*Deg.*	*Min.*	*Deg.*	*Min*	*Deg. Min.*	
Nov. 15	20	48	146	3	6 16	Between E. by S. and E. by N. light trade and fine weather.
16	21	4	146	54	5 57	E. light breezes; hot and ſultry.
17	21	10	142	18	5 39	E. light breezes and clear; at times cloudy.
18	21	42	139	28	——	Variable; ſtrong gales, with a great ſea.
19	23	3	139	3	——	S. Weſterly; ſtrong gales, with much rain.
20	21	2	139 18 per Ac. / 145 53 per Ob.		3 36	From W. S. W. to N. N. W. light breezes and cloudy.
21	——		——		3 38	From N. W. to E. by S. ſqually, with frequent ſhowers.
22	20	40	141	20	——	N. E. light airs, rain, much lightning, and a large ſwell from the N. E.
23	20	13	139	20	——	Variable from E. S. E. to N. E. *ſqually, with rain.*
24	20	2	137	0	——	S. S. E. and E. S. E. *ſqually; with rain.*
25	20	38	136	0	——	*Variable;* light breezes.
26	20	40	133	51	——	N. E. light breezes; *heavy ſqualls of rain, with a heavy ſwell* from the N. E.
27	21	2	130	54	——	N. E. freſh gales and cloudy, *with ſmall rain.*
28	21	27	127	46	——	N. E. freſh gales; ſqually with rain.
29	22	28	124	54	——	N. Eaſterly, pleaſant breezes and cloudy.
30	21	49	122	20	——	E. by N. ſtrong gales and ſqually, with rain at times.
Dec. 1	22 10 per Ac.		121	20	——	N. Eaſterly; light breezes; conſtant rain, and very thick weather. Saw ſeveral land birds.
2	21	38	119	55	——	N. E. dark cloudy weather; hard ſqualls, and conſtant rain, with a great ſea. Saw Botol Tobago Xima.
3	22	7	117	22	——	E. N. E. freſh gales; ſqually; ſwell of the ſea decreaſing.
4	——		——		——	Saw the Coaſt of China.
5	——		——		——	Anchored in the road of Macao.

TABLE VI.

APPENDIX.

TABLE VI.

ROUTE *of the* IPHIGENIA *from* SAMBOINGAN *to* COOK'S RIVER, *on the* N.W. COAST *of* AMERICA.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1788.	*Deg. Min*	*Deg. Min.*	*Deg. Min.*	
Feb. 22	6 57	——	——	Moderate breezes and fair; at night ſome rain. Left Samboingan; Iſland of Baſſelan from S.E. by E. to S.W. by W.; Santa Cruz E. S. E. half S. and another iſland E. S. E. being in mid channel; ſeveral other iſlands in ſight to the S. E.
23	6 41	——	——	N. Weſterly; light breezes; fair weather. Baſſelan, at noon, bore from W. S. W. to W. N. W. 10 league s
24	6 21	——	——	Light airs and calms. At noon the Eaſt end of Baſilan N.W. by W. and an iſland S. W. half W. 20 leagues.
25	5 58	——	——	Variable; light airs. At ſun-ſet Baſilan bore N. W. and an iſland N. N. W. half W. 23 leagues.
26	6 9	——	——	Light airs and calms. An iſland from N. N. W. to E. by N. 6 or 7 leagues.
27	6 5	——	——	Light breezes and ſultry, hot weather. Land from N. to E. off ſhore 3 or 4 leagues.
28	5 54	123 38	——	S. Weſterly; moderate breezes with calms. At noon Magindanao from N. W. half W. to E. half N. off ſhore 3 leagues.
29	5 35	124 33	——	Light airs and calms. At noon Magindanao bore from N.W. by W. to S. E. by E. off ſhore 4 or 5 leagues.
March 1	4 18	126 21	——	N. E. moderate breezes with ſqualls, and a heavy rain. At daylight 3 iſlands in ſight, from N. E. by N. to E. N. E. E. S. E. and S. E. by E. 6 leagues. At noon *Morotay* S. by E. the Southernmoſt of the Kabuangs S. S. W. half W. 5 or 6 leagues.
2	3 31	126 4	——	N. Eaſterly; moderate breezes with ſqualls of rain. At ſun-ſet ſaw 8 or 10 iſlands, with dangerous breakers, from S. S. E. to N. by W. diſtant from the body of them 2 miles. At noon the iſland we ſaw yeſterday bore W. N. W. 9 leagues.
3	3 0	126 49	——	Light breezes and fair weather.
4	2 49	127 21	——	Variable; light winds; cloudy with ſqualls of rain. At noon took the latitude and longitude of an iſland, which was called Morotay; it lies in 2° 18′ N. and 127° 33′ E. by a number of obſervations.
5	3 20	128 9	——	Variable; freſh breezes; cloudy and ſqually. Saw land at ſun-riſe, bearing S. 8 or 9 leagues.
6	3 45	129 7	3 15 W	North; a ſteady breeze.
7	3 35	129 48	1 . 0 W	N. Eaſterly; pleaſant breezes and fair.
8	3 10	130 34	——	N. Eaſterly; pleaſant breezes and fair.
9	3 5	131 4	——	Ditto wind and weather. At 3 P. M. ſaw a ſmall iſland bearing E. half N; diſtant 10 or 12 leagues.

APPENDIX.

TABLE VI. *continued.*

ROUTE *of the* IPHIGENIA *from* SAMBOINGAN *to* COOK'S RIVER, *on the* N.W. COAST *of* AMERICA.

Time.	*Latitude North.*		*Longitude East.*		*Variat. East.*	*Winds, Weather, and Remarks.*
1788.	*Min.*	*Deg.*	*Min.*	*Deg.*	*Min.* *Deg.*	
March 10	3	10	131	1	——	N. Eaſterly; pleaſant breezes and fair. Off the iſland we ſaw yeſterday, which was called Johnſton's Iſland, it lies in 3° 11′ N. and 131° 12′ E.
11	2	39	132	15	1 37 W.	N. Eaſterly; moderate breezes and cloudy.
12	——		133	21	——	Northerly; freſh breezes and ſqually.
13	2	14	134	41	——	N. E. freſh breezes and cloudy.
14	1	56	135	26	——	Variable; light airs.
15	1	44	135	40	4 6E per Am.	Light airs and calm; cloudy with rain.
16	2	0	136	48	6 52 E. per Az. 2 32 per Amp.	E. moderate breezes and cloudy.
17	2	7	137	25	3 46E. per Am.	Variable; light breezes and fair.
18	2	18	137	56	——	From N. N. W. to N. E. light airs and calm.
19	2	46	138	24	2 45 E.	N. W. light winds.
20	2	46	138	57	——	W. S. W. light airs with calms, and ſome rain.
21	2	41	139	43	——	Moderate breeze; cloudy with rain.
22	2	34	140	1	——	Variable to N. W. by W. ſqually with rain.
23	——		140 40 135 24 by Ob.		——	N. and N. N. E. frequent ſqualls.
24	2	29	140	40	——	Calm; hot and ſultry.
25	——		141	0	3 30 E. per Az.	Variable; light airs with hard rain.
26	3	7	141	8	——	Variable, with light airs and calms, and ſome rain.
27	3	23	141	28	3 38	Variable; light winds, ſqually with rain.
28	3	33	136	25	——	N. E. calms, with light winds.
29	3	53	136	28	——	N. N W. to N. E. light airs, calms, with ſqualls of rain.
30	4	26	136	28	——	N. E. moderate breeze with ſqualls of rain.
31	——		136	4	——	N. E. to E. N. E. ſqually and cloudy, with rain.
April 1	6	7	135	34	——	Squally with ſhowers of rain.
2	7	25	134	36	——	N. E. freſh breezes, with ſqualls and heavy rain.
3	8	20	——		——	A fine breeze with clear weather. At day-light ſaw two low iſlands bearing N W. by W. 7 or 8 leagues, which were named Good Look out Iſlands. At noon they bore W. S. W. half S. 3 or 4 leagues.
4	9	30	133	25	——	N. E. remarkably clear, and a ſmooth ſea. Near a dangerous reef of rocks, which ſtretched as far as Moore's Iſland. Amongſt the Pelew Iſlands
5	10	47	132	43	——	A freſh breeze with ſqualls of rain.
6	11	53	132	49	6 20	N. Eaſterly, moderate breezes with fair weather.
7	12	49	132	51	——	N. Eaſterly; hazy.

APPENDIX.

TABLE VI. *continued.*

ROUTE *of the* IPHIGENIA *from* SAMBOINGAN, *to* COOK'S RIVER, *on the* N. W. COAST *of* AMERICA.

Time.	*Latitude North.*		*Longitude East.*		*Variat. East.*	*Winds, Weather, and Remarks.*
1788.	*Deg.*	*Min.*	*Deg.*	*Min.*	*Deg. Min.*	
April 8	13	50	132	27	——	Moderate and cloudy with rain.
9	14	51	132	9	——	E. N. E. pleaſant weather.
10	15	26	131	58	1 54	N. E. light breezes, fair weather with a heavy ſwell.
11	16	27	131	18	——	E. N. E. a ſteady breeze.
12	17	38	131	12	2 30	A moderate breeze and fair weather.
13	18	30	130	41	——	N. and E. light winds.
14	19	25	130	6	——	N. and E. a freſh breeze, with ſqualls of rain and a heavy ſea.
15	20	27	130	11	2 0	Pleaſant weather.
16	——		129	20	——	Light winds with rain. A number of boobies flying about the ſhip.
17	21	46	129	28	——	Variable and light winds; a freſh breeze at N. E. Several birds about the ſhip.
18	22	40	129	28	1 3 per Az. 1 12 per Am.	Light winds and cloudy.
19	22	57	130	9	1 5 per Am.	N. E. moderate breezes and cloudy.
20	24	6	129	53	——	N. and E. a freſh breeze. A ſmall land bird about the ſhip.
21	25	28	130	57	——	Freſh Eaſterly breezes and hazy.
22	26	42	132	3	——	S. a ſteady breeze.
23	27	15	133	32	——	W. S. W. to N. by E. a fine breeze; ſqually at times.
24	27	9	134	25	——	Northerly; pleaſant weather.
25	27	41	134	54	18 per Az. 22 per Am.	E. N. E. pleaſant weather. Paſſed a great quantity of ſea-weed.
26	28	53	135	1530	——	S. E. moderate and fair.
27	29	29	137	2	——	Moderate and hazy. Saw a great quantity of land-birds and weed.
28	29	47	138	24	——	Eaſterly; freſh breezes; hazy, with ſome rain. Several ſwallows flying about the ſhip, and a linnet, which had remained with us ſome days.
29	30	0	139	12	——	S. W. moderate breezes and hazy. A number of birds about the ſhip.
30	30	21	141	13	——	Eaſterly; freſh breezes and hazy. A number of land-birds, tropic-birds, and boobies flying about the ſhip, and ſea-weed ſeen.
May 1	30	19	143	30	3 43 per Az.	Eaſterly; freſh breezes and hazy. A number of birds of different ſpecies flying about the ſhip.
2	30	50	144	17	——	Light winds. A number of birds ſtill about the ſhip, and quantities of ſea-weed.
3	31	26	145	24	3 46 per Az.	S. W. pleaſant breezes and clear; at times calm. A number of birds as uſual.
4	——		147	35	4 9 per Az.	Firſt part clear weather; middle and latter freſh gales, and thick hazy weather. A great number of barnacles about the ſhip. Paſſed a half caſk ſugar tub.

APPENDIX.

TABLE VI. *continued.*

ROUTE *of the* IPHIGENIA *from* SAMBOINGAN *to* COOK'S RIVER, *on the* N.W. COAST *of* AMERICA.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1788.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
May 5	32 28	149 2	——	S. S. E. to N. W. and a heavy gale. Paſſed a quantity of ſea-weed, and a number of birds about the ſhip.
6	32 11	150 34	——	Northward; ſtrong breezes, clear weather.
7	32 51	150 28	——	Northerly; ſtrong gales in ſqualls.
8	33 36	150 38	——	Light breezes and clear pleaſant weather. Saw a ſnake and two curlews.
9	——	151 29	——	Light winds and hazy. Saw ſeveral pair of wild ducks.
10	——	152 6	——	E. and S. freſh breeze and hazy.
11	——	154 41	——	S. and E. ſtrong gales with heavy ſqualls.
12	35 38	156 19	——	Northward; moderate clear weather.
13	35 5	160 30	——	Ditto.
14	36 15	162 18	9 8 per Am.	Moderate and fair.
15	37 29	163 44	——	S. S. E. freſh breeze and cloudy.
16	38 7	165 35	——	S. W. freſh breeze and hazy.
17	39 4	165 49	——	W. by S. moderate, cloudy.
18	——	168 14	——	S. E. blowing hard; thick weather, rain.
19	41 34	170 57	——	S. S. E. to N. W. ſtrong gales, hard ſqualls, a heavy ſwell. Paſſed a number of ſhags.
20	42 27	172 56	——	S. W. hard gales.
21	43 46	174 26	——	S. W. and S. E. moderate, freſh gales.
22	45 10	177 3	——	S. E. and N. W. freſh gales, heavy ſqualls, rain. At 9 A. M. paſſed a large tree.
23	——	173 51	——	N. W. to S. W. moderate; a heavy, tumbling ſea.
24	47 25	178 51	——	N. E. thick rainy weather.
25	——	181 3	——	N. W. freſh breeze with rain.
26	48 41	183 5	——	N. W. freſh gales, fair weather.
27	——	185 13	——	
28	50 26	187 23	——	Eaſterly; freſh breezes, hazy, rain.
29	——	188 2	——	N. E. by E. a freſh breeze, ſqually. A number of different birds flying about, and ſettling on the water.
30	50 29	188 26	——	N. E. moderate and hazy. At 4 A. M. ſaw the Iſland of Amluck, bearing N. by E. diſtance about 24 leagues. At noon clear; ſaw the land, bearing N. N. E. diſtant 20 or 23 leagues.
31	50 58	190 19	——	N. Weſterly; light winds and calms.
June 1	51 49	193 32	——	Firſt part moderate and clear; latter, freſh breezes and cloudy.
2	——	197 23	——	Weſterly; a ſteady breeze, hazy weather.
3	——	201 7	——	Weſterly; a ſteady breeze, hazy weather.
4	54 32	202 29	——	Weſterly; a moderate breeze till midnight, afterwards a moderate breeze from E. S. E.

APPENDIX.

TABLE VI. *continued.*

ROUTE *of the* IPHIGENIA *from* SAMBOINGAN *to* COOK'S RIVER, *on the* N.W. COAST *of* AMERICA.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1788.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
June 5	56 29	204 54	——	E. Northerly; a freſh breeze; at noon a hard gale. At day-light ſaw Trinity Iſland, bearing N. N. W. diſtant 7 or 8 leag.
6	——	206 12	——	The gale increaſing. At 8 P. M. the extremities of the land from Cape Trinity, E. N. E. to N. W. by W. the neareſt land diſtant 6 leagues. At 6 A. M. Cape Trinity bore N. E. about 12 or 13 leagues.
7	——	206 —	——	The gale ſtill encreaſing to an Hurricane. At 5 A. M. ſaw land, the extremities bearing from Point Trinity N.N.W. to W.S.W. Two-headed Point W. N. W. diſtant from the body of the land 12 or 14 leagues.
8	56 26	205 36	——	The hurricane ſtill continued, with a moſt dreadful ſea; the wind N. Eaſterly but variable; about 5 A. M. the gale abated, but a dreadful ſea continued. Saw Trinity Iſland bearing N. W. diſtant 5 or 6 leagues.
9	——	206 17	——	Eaſterly; light breezes and fair weather. The iſland which I took for Trinity Iſland lies off the mouth of a large bay.
10	56 56	205 1 36	——	Moderate and hazy. At 6 P.M. ſaw Cape Hollings in 57° 12′N. latitude, and 207° 3′ E. longitude. At noon the extremes of land from W. N. W. to E. by S. the Iſland of Kodiack bore E.
11	56 48	205 5	——	S. and E. at noon calm; about 5 P. M. a breeze ſprung up. At noon Cook's Trinity Iſland bore E. half S. the extremities of the Continent from E. N. E half E. to N. half W. diſtant from the neareſt land 7 leagues.
12	56 45	206 6	22 46 per Az. 23 16 per Am.	Variable; light winds and pleaſant. At 8 P. M. the extremities of Trinity Iſland bore from E. by N. to S. E. by E. half E. the extremities of the coaſt from N. by W. to N. E. by E. diſtant from the neareſt land 4 or 5 leagues
13	56 59	206 3	24 51 per Az.	Firſt part fair weather and clear; latter part light airs and calms. At noon the extremities of the coaſt bore from S. W. to Cape Greville N. N. E. Trinity Iſland S.W. by S. diſtant 10 leagues. Sent the jolly-boat on ſhore.
14	——	206 40	——	A light breeze. The jolly boat returned.
15	58 1	207 33	——	S.W. a freſh breeze with a fog. At 5 A. M. ſaw Cape Greville bearing W. 9 leagues. At noon Cape Whitſunday bore W. half S. and the extremities to the land from the Iſland of St. Hermogenes.
16	59 41	——	——	Southward; a freſh gale. Paſſed the Barren Iſlands into Cook's River, where we remained till the 29th.

APPENDIX.

TABLE VII.

ROUTE *of the* IPHIGENIA *from* COOK'S RIVER *to* NOOTKA, *or* KING GEORGE'S SOUND, *on the* N. W. COAST *of* AMERICA.

Time.	*Latitude North.*		*Longitude East.*		*Variat. East.*	*Winds, Weather, and Remarks.*
1788.	*Deg.*	*Min.*	*Deg.*	*Min.*	*Deg. Min.*	
June 29	——		——		——	Freſh breeze; hazy, with rain. At 11 A. M. the Eaſternmoſt of the Barren Iſlands bore S. S. E. and Cape Elizabeth N.N.E. 5 leagues.
30	——		——		——	N. Eaſtward; moderate breeze; hazy and rain. At 10 A. M. the Iſland of St. Hermogenes bore S. W. diſtant 7 leagues.
July 1	59	2	——		——	Light winds and calms. At 8 A. M. the body of the Barren Iſlands bore N. W. by W. diſtant 14 leagues.
2	——		——		——	N. E. and N. N. E. freſh breezes; ſqually and rain, with an heavy ſwell.
3	59	18	——		——	Variable, with heavy ſqualls and calms. At 5 A M. wind S E. with moderate weather. Extremities of the continent from N. N. W. to W. by S. diſtant 10 leagues.
4	59	47	——		——	N. Eaſterly; with ſqualls and rain. The extremities of land bore from N. E. to S. W. half W. off ſhore 4 leagues.
5	59	17	——		——	N. Eaſterly; freſh breezes; ſqually and rain. At noon the extremities of land bore from N. half E. to W. half S. diſtant 10 or 11 leagues.
6	59	36	——		——	Eaſterly breezes and fair weather. At noon the extremities of Montague Iſland bore from N. by E. to N. by W.
7	60	0	——		——	N. Eaſterly; freſh breezes and fair. At noon ſurrounded with land, except towards the paſſage by which we entered, which bore S.
8	60	23	——		——	E. S. E. light breezes. Paſſed between Montague Iſland and the Green Iſlands.
9	——		——		——	Light winds, with clear weather. At anchor in Snug Corner Cove, where we remained till the 14th.
14	——		——		——	Light airs and hazy.
15	——		——		——	Weſtward; a light breeze; at noon calm and cloudy. Cape Hinchinbroke bore S. S. E. and the N. E. end of Montague Iſland S. diſtant 3 or 4 leagues.
16	59	53	213	35	——	E. N. E. thick and cloudy weather. At noon the extremes of Montague Iſland bore from S. W. half W to W. by N. Cape Hinchinbroke N. W. by W. 8 or 9 leagues.
17	59	58	213	51	——	E. moderate breeze and clear. At noon the extremities of the land bore from W. N. W. to N. E. by N. The body of Montague Iſland W. N. W. diſtant from the main land 5 or 6 leagues.

APPENDIX.

TABLE VII. *continued.*

ROUTE *of the* IPHIGENIA *from* COOK'S RIVER *to* NOOTKA, *or* KING GEORGE'S SOUND, *on the* N.W. COAST *of* AMERICA.

Time.	*Latitude North.*		*Longitude East.*		*Variat. East.*	*Winds, Weather, and Remarks.*
1788.	*Deg.*	*Min.*	*Deg.*	*Min.*	*Deg. Min.*	
July 18	59	52	214	2	——	N. and E. light winds and calm. At 4 P. M. Kay's Iſland bore N. E. half E. diſtant 13 or 14 leagues. At noon the S. end of ditto bore N. E. by E. half E. diſtant 10 leagues; the extremes of the continent from N. N. E. half E. to W. by N.
19	59	57	215	51	——	Variable; at times a light breeze, at others heavy ſqualls with rain. At midnight paſſed the S. end of Kaye's Iſland. At noon Cape Suckling bore W. by N. diſtant 3 or 4 leagues.
20	59	57	216	14	——	S. and E. light breezes; at 3 P. M. E. N. E. heavy ſqualls, with rain. At noon the body of Kaye's Iſland bore S. W. the extremities of the continent from Cape Suckling W. by S. to N. E. half E. diſtant 8 leagues.
21	59	18	216	23	——	N. E. hazy weather. No land in ſight.
22	59	5	217	10	——	Freſh gales, with rain. At 3 P. M. blowing very hard. At 7 a heavy ſea, with the gale increaſing from the N. E. and extremely cold.
23	59	27	215	38	——	E. and E. by N. freſh breezes. At 11 P. M. it blowed very hard and a heavy ſea.
24	59	14	216	47	——	E. N. E. cloudy and hazy weather. About 3 A. M. the wind ſhifted to the N. ſtrong gales, heavy ſqualls, and thick weather. At 1 P. M. ſaw Kaye's Iſland, the S. end bearing N.W. by N. diſtant 10 leagues.
25	59	0	216	30	——	N. E. ſtrong gales, with heavy ſqualls.
26	59	5	216	18	——	N. E. light airs with calms. In the morning the wind S. W. thick hazy weather and rain.
27	59	9	217	13	——	S. E. light airs. At 10 P. M. wind N E. and to E. At 5 A.M. Southward and Eaſtward. At noon light winds from E. S. E.
28	59	23	217	54	——	Light airs and calm. At 6 A. M. ſaw land, the extremities from N. N. E. half E. to N. W. diſtant off ſhore about 14 leagues.
29	59	26 per Ac.	219	20	——	Southward and Weſtward; a light breeze. Steering in for the land to the Northward of Beering's Bay
30	59	27	219	42	——	Variable, with light airs. At noon calm and hazy.
31	59	41	219	47	——	Weſtward; a light breeze. Sent the long-boat on ſhore.
Aug. 1	59	10 per Ac	219	33	——	N. E. blew ſtrong, with heavy rain. Hoiſted in the long-boat.
2	59	16	22	11	——	S. E. At ſun-riſe E. and E. by N. At noon light winds; the extremities of the land from N. W. to E. S. E. diſtant from ſhore 10 leagues.

APPENDIX.

TABLE VII. *continued.*

ROUTE *of the* IPHIGENIA, *from* COOK'S RIVER *to* NOOTKA *or* KING GEORGE'S SOUND, *on the* N. W. COAST *of* AMERICA.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1788.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
Aug. 3	59 10	221 27	——	Calm at noon. At 3 P. M. a light breeze from the N. Westward. Saw Mount St. Elias bearing N. W. by W. about 20 leagues. Sent the jolly-boat for a very large bird on the water. At 6 A. M. saw a smoak; ordered the jolly-boat to proceed within a mile of the shore, to see if there was any appearance of inhabitants, and dropped anchor. The boat returned.
4	59 1	221 33	——	The place where the ship lay called Tianna's Roads.
5	58 10 per Ac.	233 15	——	W. S. W. pleasant weather; at noon cloudy. The extremities of the land from W. S. W. to S. E. half E. Cape Fair Weather N E. by N. and Cross Cape S. E. by E. distant from the nearest land 4 miles.
6	58 2	223 26	——	Light breeze from the S. W. cloudy. Saw islands of ice in running in for Cross Sound.
7	57 38	224 15	——	Moderate and fair. In the afternoon running along the shore to the Eastward; the extremities of the land from W. S. W. to S. E. by S. off shore 3 or 4 miles.
8	57 15 per Ac.	224 8	——	N. W. moderate weather. At 2 P. M. saw the appearance of a large bay. At noon hazy. The bay we left in the evening bearing N. N. E. off shore 2 leagues.
9	56 19	225 7 per Ac. 224 50 per Ob.	——	Westward; a fresh breeze and fair weather. At noon Mount Edgecombe bore N. W. by W. half W. and the extremities of the land frem N.W. half W. to E.S.E. distant off shore 4 miles.
10	55 21	225 57	——	Westward; a brisk gale. At 2 P. M. saw the appearance of a bay bearing N. N. E. At noon the extremities of the land bore from N. N W. half W. to E.S.E. distant about 8 or 9 leagues.
11	——	——	——	Northward and Westward; a brisk gale. At 3 P. M. saw Cape Adamson, which lies in 55° 28′ N. and 226° 4′ East; and Cape Barnett, which is in 55° 39′ N. and 226° 4′ E. At anchor in Sea Otter Harbour.
12	——	——	——	Hazy, with rain. Cutting wood and watering.
13	——	——	——	Exploring the head of the straits. At 8 P. M. steered through the mouth of the straits; Cape Barnet bearing S.W. by W. half W. and Cape Adamson S. by W. half W. At noon Cape Adamson bore N. W. by W. and Cape Barnett N. W. Passed an island which was named Douglas Island, lying in 54° 58′ N. and 226° 43′ E.
14	54 43	227 37	——	W. a steady breeze; clear weather. At 1 A. M. a stiff gale; thick foggy weather. At 9 A. M. Douglas Island bore W. by N. half N. At noon land bore from E. by N. to N. W. by N. Off shore 4 leagues.

APPENDIX.

TABLE VII. *continued.*

ROUTE *of the* IPHIGENIA *from* COOK'S RIVER *to* NOOTKA, *or* KING GEORGE'S SOUND, *on the* N.W. COAST *of* AMERICA.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1788.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
Aug. 15	54 51	227 54	——	N. W. firſt part a briſk gale. At 3 P. M. dropt anchor in Port Meares. Latitude of the ſhips at anchor 54° 51′ and by ſeveral obſervations of the ſun and moon the longitude was 227° 54′. Remained in Meares's Bay till the 21ſt.
21	54 6	228 4	——	At 3 P. M. weighed anchor and ſtood to ſea, at S. E. with a freſh breeze from the Weſtward. At noon the extremes of land bore from E. by N. half N. to W. by S.
22	53 55	229 30	——	Weſtward; a ſteady breeze. At 8 P. M. ſailed round a low point of land, which was named Point Roſs, lying in 54° 18′ N. latitude, and in 228° 39′ E. longitude. At 9 P. M. dropt anchor 3 or 4 miles from the iſland; the extremes of which bore from N. by W. to S. E. by E. half E. At 6 A. M. weighed anchor. At noon light winds, calm, and clear; the extremes of the iſland bore from N. N. W. to S. half E. diſtant 8 or 9 leagues; the continent from E. by S. to N. N. E. diſtant 9 leagues.
23	——	——	17 43 per Az. 17 59 per Am.	Variable; light winds. At 9 A. M. by 5 obſerved diſtances of the ſun and moon, the longitude was 230° 16′ E. the extremes of the continent bore from N. W. by N. half N. to E. by S.
24	51 46 per Ac.	230 21	——	N. W. to S. S. E. At midnight a thick fog, with rain.
25	——	——	——	Weſtward; thick and foggy. At noon wind S. with a thick fog.
26	49 42	232 38	——	Light winds. At 8 P. M. wind ſhifted to W. and clear weather. At ſun-riſe ſaw land, bearing N. E. by E. diſtant 10 leagues. At 10 A. M. wind N. W. and encreaſed to a ſtrong gale. At half paſt 9 A. M. got ſeveral diſtances of the ſun and moon, which made the longitude 232° 38′ E. At noon a ſtrong gale, ſteering E. N. E.
27	——	——	——	N. W. a ſtrong gale. At 7 A. M. Captain Meares came off in a canoe, with ſome of the natives, and piloted us into Friendly Cove, where we remained till the 27th October.

TABLE

APPENDIX.

TABLE VIII.

ROUTE *of the* IPHIGENIA *and* N. W. AMERICA Schooner, *from* NOOTKA, *or* KING GEORGE'S SOUND, *to the* SANDWICH-ISLANDS.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1788.	*Deg. Min.*	*Deg. Min*	*Deg. Min.*	
Oct. 27	——	——	——	Eaſtward; a light breeze. At noon made a ſignal for the N. W. America to get under way. We were towed out of Friendly Cove, to proceed on our way to the Sandwich Iſlands.
28	49 3	232 26	——	E. and N. E. by E. At 4 P. M. ſqually, with hail. Moſt of the night winds light and variable. In the morning wind S. E. with ſqualls of hail and rain.
29	48 13	231 28	——	Eaſtward; ſtrong gales and ſqualls. At 7 A. M. a heavy ſea.
30	47 39	230 13	——	E. S. E. moderate wind, with a heavy ſwell. At 3 P. M. wind S. At 6 A. M. wind N. Weſtward. At noon N. W. a ſteady gale.
31	45 38	229 28	——	N. W. freſh gales and cloudy. At 11 A. M. wind S. E.
Nov. 1	45 50 per Ac.	229 36	——	Southward; ſtrong gales. At 2 A. M. heavy ſqualls.
2	46 8	229 48	——	W. S. W. ſtrong gales. At 9 A. M. wind S. E. and moderate weather.
3	45 8	228 44	——	S. E. moderate weather. At 8 P. M. wind N. W. with a fine ſteady breeze.
4	44 23 per Ac.	229 4	——	S. W. by W. cloudy. At 8 P. M. wind S. and ſqually. At 10 wind W. S. W.; afterwards variable.
5	43 51	229 33	——	W. ſtrong gales, and violent ſqualls.
6	42 51	230 34	——	S. W. ſtrong gales, and heavy ſqualls.
7	41 57	231 1	——	S. W. moderate and fair. At 6 A. M. wind S. At 8 wind S. W.
8	40 51	229 50	——	Variable; light winds, with rain. At 10 P. M. wind Northward; freſh gales and clear weather.
9	40 6	228 50	——	N. W. moderate and fair. At midnight wind S. W.
10	39 29	227 45	——	S. E. light winds and pleaſant weather.
11	38 49	226 51	15 2 per Am.	S. E. to N. E. pleaſant.
12	37 55	225 37	——	N. and Eaſtward; moderate breezes and cloudy.
13	36 50	222 32	——	N. E. a ſteady breeze. At 8 P. M. got ſeveral diſtances of the ſtar Aldebaran, and the moon, which made the ſhip in 224° 25′ E.
14	35 22	220 35	——	Eaſtward; freſh breezes and cloudy, with flying ſqualls of rain.
15	33 51 per Ac.	218 42	——	Eaſtward; freſh breezes and ſqually.
16	33 15	217 38	——	From S. E. to S. W. and N. E. Firſt and latter parts freſh breezes and cloudy; middle part light winds, and flying ſhowers of rain.
17	32 46	216 39	——	N. E. to W. moderate and cloudy. At 9 P. M. ſqually. At 8 A. M. calm. At 11 A. M. a light breeze from the Southward.

APPENDIX.

TABLE VIII. *continued.*

ROUTE *of the* IPHIGENIA *and* N. W. AMERICA Schooner, *from* NOOTKA, *or* KING GEORGE'S SOUND, *to the* SANDWICH-ISLANDS,

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1788.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
Nov. 18	31 41	215 8	——	Southward; light winds, with rain. At midnight variable, with heavy ſqualls of wind and rain. At 2 A.M. wind N. N.W. a freſh gale, with lightning. At noon fair.
19	30 25	213 39	——	Northward; a ſteady breeze and cloudy.
20	29 24	213 9	——	Southward and Eaſtward; moderate and cloudy.
21	29 6	212 18	11 21 per Am.	S. S. E. pleaſant.
22	28 41	210 42	11 20 per Am.	S. S. E. moderate and fair.
23	28 26	209 40	——	S. S. E. freſh breezes; ſqually, with rain. Saw ſeveral gulls and a grampus.
24	28 28	209 21	——	S. Eaſtward; freſh gales; ſqually, with rain. At 8. A.M. wind S. S. W.
25	27 56	210 3	——	S. W. freſh, with ſqualls. In the morning moderate and calm. A number of boobies flying about the ſhip.
26	27 37	209 23	——	Southward; moderate and fair. In the morning wind S. E. and ſqually.
27	26 36	208 20	——	S. E. moderate and cloudy.
28	25 38	207 12	——	S. E. and S. E. by S. freſh breezes and ſqually.
29	24 57	206 10	——	Wind and weather as yeſterday.
30	25 17	207 30	——	S. S. E. and S. by E. At midnight it blew a freſh gale.
Dec. 1	25 13	208 48	8 20 per Az. 10 24 per Am.	S. and S. by E. moderate and cloudy.
2	25 0	208 28	——	Southward; light winds and cloudy.
3	24 21	208 16	——	S. S. E. and E. S. E. light winds, and pleaſant weather.
4	22 57	207 36	9 54 per Az.	E. and E. S. E. freſh breezes.
5	21 59	205 36	——	E. S. E. freſh breezes.
6	——	——	——	Freſh gales and cloudy. At midnight rain. At 1 A. M. ſqually. At day-light ſaw Owhyhee, the W. end bearing S. S. W. three quarters W. diſtant 9 or 10 leagues. Mowee W. diſtant 7 leagues. At 10 A. M. off the iſland off Mowee.

TABLE

APPENDIX.

TABLE IX.

ROUTE *of the* IPHIGENIA *and* N. W. AMERICA Schooner, *at the* SANDWICH-ISLANDS.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1788.	*Deg.* *Min.*	*Deg.* *Min.*	*Deg.* *Min.*	
Dec. 7	——	——	——	Variable; light winds and rain. At noon light winds. The extremes of Owhyhee from S. E. by E. to W. S. W. diſtant off ſhore 3 leagues.
8	20 21	——	——	Variable; light winds, with cloudy weather. A great number of canoes came off from Toe-yah-yah Bay.
9	19 44	——	——	Light winds off the land. At 2 A. M. a heavy rain, with thunder and lightning. At noon the extremes of Owhyhee bore from S. S. E. to N. by E. Off ſhore 4 miles.
10	19 35	——	——	Light winds. Off Owhyhee. At 2 A. M. dropt anchor in Karakakooa-bay, where we remained till the 20th.
20	——	——	——	Light breezes from the land. Weighed anchor and ſtood for an offing, when a heavy ſquall came on from the Weſtward; afterwards moderate weather.
21	20 36	——	——	S. W. moderate and fair weather. At ſun-ſet the extremes of Owhyhee bore S. E. by S. to N. N. E. 3 or 4 leagues. At noon a freſh gale at S. W. Mowee bore S. E. half E. to N. W. by N.; the body of Tahoorowa S. W. half S.; Morokenne W. S. W.; Ranai W. half S.; and Morotoi W. N. W. half N. diſtant from Mowee 4 miles.
22	——	——	——	Southward; a freſh gale. Stood for the W. end of Mowee. Dropt anchor in 5 fathoms and a half. The extremes of Mowee bore S. E. by E. to W. half S. off ſhore 2 miles; Morokenne S. E. 1 quarter S.; the body of Tahoorowa S. by E. and Ranai W. by S.
23	——	——	——	Variable; with ſqualls of rain. Receiving water on board the ſhip
24	——	——	——	Variable; light airs and calm. Receiving ditto.
25	——	——	——	Calm. At 4 P. M. light breeze from the land. Receiving ditto
26	——	——	——	Variable; light airs. Weighed anchor. At noon light winds, Mowee bore W. by N. to E. by S. Off ſhore 4 or 5 miles.
27	20 48	——	——	Calm; light airs. At noon in mid-channel, between Mowee and Ranai.
28	——	——	——	S. E. a freſh breeze. At 3 P. M. made ſail. At ſun-ſet the extremes of Mowee bore E. S. E. to N. E. by E.; the body of Tahoorowa S. E.; Morotoi N. E. by E. to N. W. by W.; Ranai S. 1 quarter W. to W. by N. Diſtant from Ranai 2 miles, ſtanding between Ranai and Morotoi. At 8 A. M. a heavy gale. Woahoo bore N. by W. to W. by N. off ſhore 4 leagues. At noon heavy rain, with thunder and lightning, and violent ſqualls of wind from the Southward.

APPENDIX.

TABLE IX. *continued.*

ROUTE *of the* IPHIGENIA *and* N. W. AMERICA Schooner, *at the* SANDWICH-ISLANDS.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1788.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
Dec. 29	21 14	——	——	Moderate. At 6 P. M. Body of Woahoo N. N. W.; Morotoi E. N. E. Off a fine bay on the N. ſide of Morotoi, where we had 8, 7, 6, and 5 fathoms, 1 mile off ſhore.
30	21 22	——	——	Moderate weather. Made ſail for Woahoo. At ſun-ſet the extremes of Woahoo bore W. by S. to W.N.W.; Morotoi S. E. half E. to E. half N. At 8 A.M. ſpoke with Captain Funter. At 9 A. M. ſailed for Woahoo. At noon Woahoo bore W. to N. W. by N. 2 miles; Morotoi E. S. E.
31	——	——	——	Moderate and fair. Working round the S. E. ſide of Woahoo. At midnight a ſtrong gale. At day-light Woahoo bore N. by W. to W. by N. off ſhore 4 miles. At 9 A.M. cloſe in with the ſhore.
1789. *Jan.* 1	——	——	——	Southward and Weſtward; freſh breezes, with rain. At 4 A.M. wind Eaſtward, and clear, moderate weather. At noon dropt anchor 3 miles from a village, and about 2 from a bay, which the natives call Witetee Bay, on the S. E. ſide of Woahoo.
2	——	——	——	In Witetee Bay.
3	——	——	——	In ditto, where we remained till the 10th, when Captain Funter joined us, and we both continued till the 11th.
12	——	——	——	Southerly; cloudy, with rain. At 4 P. M. we both weighed, and ſtood off between Morotoi and Woahoo. At noon Morotoi bore E. half N. to S. W. half W. off ſhore 4 miles.
13	——	——	——	The gale continued till 8 P. M. when the wind ſhifted to the Northward, and brought moderate weather, with heavy rain. At noon dropt anchor in Witetee Bay.
14	——	——	——	In ditto.
15	——	——	——	Wind from the land; very heavy ſqualls of wind and rain. Stood out to ſea. At 1 in the morning in mid-channel, between Morotoi and Woahoo. At ſun-riſe the body of Morotoi bore N. N. E. and Ranai E.
16	——	——	——	At ſun-riſe the extremes of Woahoo bore N. W. by W. half W. to W. by S. off ſhore 4 or 5 leagues. At noon ſaw the ſchooner, W. half S. diſtant 4 miles. Kept off and on the Iſland of Woahoo till the 25th, during which time the anchors were cut away.
25	21 23	——	——	S. W. at 4 P. M. with an appearance of a gale from that quarter. At 5 P. M. weighed and ſtood out of Witetee Bay. At day-light ſtill within the point. The extremes of Woahoo E. by S. to N. W. by W. off ſhore 4 miles.

APPENDIX.

TABLE IX. *continued.*

ROUTE *of the* IPHIGENIA *and* N. W. AMERICA Schooner, *at the* SANDWICH ISLANDS.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1789.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
Jan. 26	——	——	——	Light airs and calms. At ſun-ſet the extremes of land bore E. by S. to N. half W. Off ſhore 3 miles.
27	——	——	——	S. E. a breeze. At 2 P. M. Atooi bore W. by N. half N. At day-light it bore W. by N. to N. W. by N. half N. 5 or 6 leagues. At noon cloudy. The S. E. point of Atooi bore W. by N. 4 or 5 leagues.
28	21 30	——	——	Variable; ſqually with rain. At noon Atooi bore N. E. by E. half E. to N. W. half W. Oneeheow W. half S.
29	——	——	——	Moderate and fair. Dropt anchor in Wymoa Bay at noon, where we remained till the 18th of February.
Feb. 19	——	——	——	A light breeze. At 2 P. M. got under way. At ſun-ſet Wymoa Bay bore N. E. During the night the wind was variable, with light airs. At noon the N. W. end of Oneeheow bore W. diſtant 1 mile.
20	——	——	——	N. Weſtward; freſh breezes, with heavy ſqualls. At noon the high bluff on the S. W. ſide of Oneeheow bore W. diſtant 6 or 7 miles.
21	——	——	——	N. W. ſtrong gales. At 11 P. M. heavy ſqualls. At 8 A. M. more moderate. At 9 ſpoke with the ſchooner. At noon Atooi bore N. E. by N. to N. by W. diſtant 7 leagues.
22	——	——	——	Light gales. At 4 P. M. a freſh gale from the N. N. W. In the morning the extremes of Woahoo bore from E. N. E. to N. N. E. diſtant 6 or 7 leagues. At noon paſſed the W. point of Witetee Bay.
23	——	——	——	Variable; light winds. At 7 P. M. dropped anchor in Witetee Bay, where we ſtaid till the 24th.
25	20 51	——	——	Weſtward; a freſh breeze. At ſun-ſet got under way, in company with the ſchooner. At day-light the S. W. end of Ranai bore E. by S.; body of Morotoi N. E.; Woahoo N. W. diſtant 8 or 9 leagues. At noon Ranai bore from N. by E. half E. to E. by N. half N. diſtant 5 leagues.
26	19 56	——	——	W. S. W. firſt and middle part a fine breeze; the latter part calm. At day-light the extremes of Owhyhee bore from N. E. by N. to S. E. by E. diſtant 7 or 8 leagues.
27	——	——	——	Light airs and calms. At ſun-ſet the body of Mowee bore N. half W. At noon the extremes of Owhyhee from N. E. by N. to S. E. by E. diſtant 7 or 8 leagues.
28	——	——	——	Light airs and calms. At noon Karakakooa Bay bore S. E. half S. diſtant 8 or 9 leagues.

APPENDIX.

TABLE IX. *continued.*

ROUTE *of the* IPHIGENIA *and* N. W. AMERICA Schooner, *at the* SANDWICH ISLANDS.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1789.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
March 1	20 6	——	——	Variable; light airs and calms at times. At ſun-riſe Owhyhee bore from N. N. E. half E. to S. S. E. off ſhore 6 leagues. At noon the current had ſet us to the Weſtward, about 10 leagues from the Owhyhee ſhore.
2	——	——	——	Firſt part light airs and calm; latter, a pleaſant breeze, and clear weather. At noon Owhyhee bore from N. half W. to S. E. by S. diſtant from the ſhore 2 leagues.
3	——	——	——	At 4 P. M. dropt anchor in Tirowa Bay, where we remained till the 9th. The latitude of the ſhip at anchor was 19° 41′ N.
9	20 31	——	——	A breeze off land. At midnight got under way; and at noon the E. end of Mowee bore N. E. by E. half E.; Tahoorowa from N. by E. to N. W. half N.
10	——	——	——	A freſh trade wind. At day-light Woahoo bore from N. by E. to N. W. half W. At 6 A. M. wind variable; heavy rain. At 11 dropt anchor off Witetee Bay.
11	——	——	——	Light airs and variable. Off ditto.
12	——	——	——	Freſh breezes, with cloudy weather and rain. At 1 A. M. made ſail for Atooi. At day-light Woahoo bore from E. by N. to N. N. W. half W. diſtant 3 leagues.
13	——	——	——	N. N. E. a freſh gale. At midnight dropt anchor 2 miles E. of the anchoring ground, off Atooi.
14	——	——	——	Light winds, and variable. Off Atooi.
15	——	——	——	Wind off the land. At 5 P. M. got under way for Oneeheow. At noon the extremes of Oneeheow bore from N. half E. to S. Off ſhore 4 miles.
16	——	——	——	Freſh breezes off land. Off Oneeheow.
17	——	——	——	Off Oneeheow.

APPENDIX.

TABLE X.

ROUTE *of the* IPHIGENIA *and* N. W. AMERICA Schooner, *from the* SANDWICH-ISLANDS, *to* NOOTKA, *or* KING GEORGE'S SOUND.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1789.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
March 18	22 31	198 54	——	N. E. At ſun-ſet made ſail; the extremes of Oneeheow bore from E. half N. to N. N. E. diſtant 3 1 eagues.
19	——	——	——	Moderate and fair. At 3 A. M. ſaw land. At 4 pretty cloſe up with it. At day-light this iſland or rock, which bears the form of a ſaddle, was named Bird Iſland; it lies in the latitude of 23° 7′ N. and 198° 10′ E.
20	23 37	197 16	——	N. N. E. pleaſant weather.
21	24 49	197 16	8 34 per Az.	Freſh trade winds, with ſqualls of rain.
22	26 8	197 16	——	Cloudy, with rain, and much lightning.
23	27 5	196 51	——	Pleaſant breezes and fair.
24	27 55	196 7	——	N. N. E. a ſteady trade wind.
25	28 56	196 37	——	Moderate and cloudy weather. At midnight the wind drew round to E. by S.
26	29 54	197 49	——	E. moderate, and cloudy weather.
27	31 8	199 34	——	S. E. moderate, and hazy weather.
28	31 56	200 27	——	E. light winds, and fair weather. Several gulls flying about the ſhip.
29	32 58	200 58	11 46 per Az. / 11 18 per Am.	Eaſtward; light winds and pleaſant weather.
30	33 23	201 19	——	Light airs and calms.
31	33 41	201 47	——	Variable; light winds. At 10 P. M. wind N. E. A number of birds flying about the ſhip.
April 1	34 31	202 40	12 4	N. E. moderate and cloudy weather. In the night, wind variable, with ſqualls of rain.
2	35 21	204 10	——	Squally, with rain.
3	36 9 per Ac	205 56	——	Firſt and middle parts moderate and cloudy. Latter part wind S. S. W. a freſh gale.
4	36 19	208 15	——	Weſtward; a freſh gale. At half paſt 2 P. M. got ſeveral ſets of lunar obſervations; by their medium the ſhip was in 206° 4′ E.
5	36 10	210 13	——	Northward; ſtrong gales with heavy ſqualls. Numbers of birds flying about. Saw ſome rock weed.
6	37 14	213 13	——	Northward and Weſtward; ſtrong gales, with heavy ſqualls.
7	38 31	215 41	——	Found the current had ſet us 20′ by D. R. to the Northward of our latitude by obſervation.
8	39 56	218 22	——	Freſh gales and ſqually, with rain. Theſe 24 hours our reckoning differed 20 miles from our obſervation.
9	41 36 per Ac	220 13	——	S. freſh breezes and cloudy.

APPENDIX.

TABLE X. *continued.*

ROUTE *of the* IPHIGENIA *and* N. W. AMERICA Schooner, *from the* SANDWICH-ISLANDS *to* NOOTKA, *or* KING GEORGE'S SOUND.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1789.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
April 10	42. 16 per Ac.	222 3	——	Variable, with rainy, hazy weather. At 10 A. M. wind N. with a heavy gale.
11	41 42	222 34	——	Strong gales, with hazy weather.
12	41 35	223 59	——	W. N. W. heavy fqualls At 5 A. M. a perfect hurricane.
13	43 0	225 13	——	At 6 P. M. moderate.
14	44 15	226 42	——	S. Weſtward; moderate and hazy.
15	46 5 per Ac.	228 6	——	Firſt part light winds. Middle and latter, a freſh breeze, with fog and rain.
16	47 53	228 4	——	Strong gales, with hazy weather, rain and hail. At 7 A. M. got one diſtance of the ſun and moon. Longitude 228° 4′.
17	49 7	230 0	17 4 per Az.	S. E. moderate and hazy.
18	49 44	231 23	——	Variable, with frequent ſhowers of hail. Saw the Coaſt of America, extending from N. half E. to E. N. E. diſtant 20 leagues.
19	49 37	——	——	Light winds and variable, with cloudy weather. At ſun-ſet the extremes of land bore from N. W. by N. to E. half N. diſtant 10 leagues. At noon calm; Land from N. W. by W. to E. half S.; the entrance of Nootka N. 75° E. diſtant 8 leagues.
20	——	——	——	At 11 A. M. dropt anchor in Friendly Cove, where we were detained till the 1ſt of June.

TABLE XI.

ROUTE *of the* IPHIGENIA *from* NOOTKA, *or* KING GEORGE'S SOUND, *a ſecond Time, to the* SANDWICH ISLANDS.

1789.	*Deg. Min.*	*Deg. Min.*	*Deg. Min*	
June 1	——	——	——	Northward. At ſun-ſet Nootka Sound bore N. half W. diſtant 7 or 8 leagues.
2	——	——	——	At noon thick hazy weather. Nootka Sound bore N. E. half E. diſtant 14 leagues.
3	50 42	230 29	——	S. E. freſh breezes and hazy. At ſun-ſet Woody Point bore N. W. by N. diſtant 2 leagues; and the Weſternmoſt of Lance's Iſlands N. by E. diſtant 5 leagues.
4	51 33	229 37	——	S. W. light winds, fair weather. At 7 P. M. the Weſternmoſt of Lance's Iſland bore E. by S. At noon Cape St. James bore W. by N. diſtant 16 or 17 leagues.

APPENDIX.

TABLE XI. *continued.*

ROUTE *of the* IPHIGENIA *from* NOOTKA, *or* KING GEORGE'S SOUND, *a ſecond Time, to the* SANDWICH-ISLANDS.

Time.	*Latitude North.*	*Longitude Eaſt.*	*Variat. Eaſt.*	*Winds, Weather, and Remarks.*
1789.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
June 5	52 33 per Ac.	228 27	——	S. W. firſt part fair weather. At ſun-ſet the Southern extremity of Prince William's Iſland bore W. half N. 12 leagues. At ſun-riſe the extremes of Charlotte's Iſland bore from W. N. W. to W. by S. diſtant 2 leagues. At noon thick fog and rain.
6	54 7 per Ac.	229 0	——	S. E. ſtrong gales, thick fog, and heavy rain. At 6 A. M. ſaw a number of ſea-otters. At 11 ditto ſaw a ſmall barren iſland.
7	54 45	229 15	——	S. E. freſh breezes, hazy. At 3 P. M. out of ſight of the iſland, and ſurrounded with a number of ſmall iſlets and rocks. At noon wind S. E.
8	54 46	229 12	——	Moderate and fair. At 6 P. M. dropped anchor abreaſt of Fort Pitt, in 54° 58′ N. latitude and 229° 43 longitude E.; Cape Farmer in 54° 35′, 229° 16′; Cape Murray 54° 43′, 228° 10′ Petrie's Iſland 54° 42′, 229° 20′; and Mount St. Lazaro in 54° 52′ and 280° 56′ E.
9	——	——	——	S. W. a thick fog. At 6 A. M. the extremes of land bore from N. E. to W. S. W.; Queen Charlotte's Iſles from S. S. E. to S. S. W. diſtant 12 leagues. At noon hazy. Port Meares bore W. by N.
10	——	——	——	Cloudy and rain. At 7 P.M. dropt anchor in Haines's Cove; in latitude 54° 57′, longitude 228° 3′, where we ſtaid till the 19th.
19	——	——	——	S. W. cloudy, hazy weather. At half paſt 8 A M. weighed anchor. At noon the land from Cape Murray bore from N. E. by E. to a high bluff land named Cape Irving, which, with Cape Murray, forms the entrance of Port Meares. Cape Irving N. W. half W.; Cape Irving lies in 54° 49′ N. and 227° 43′ E.; the N. W. point of Q. Charlotte's Iſland bore S. by W. half W. 12 or 13 leagues.
20	——	——	——	S. W. moderate and cloudy. At ſun-ſet Charlotte's Iſland bore from N. E. half N. to W. by N. At 10 P. M. dropt anchor off M'Intire's Bay, which lies in 53° 58′ N. and in 228° 6′ E.
21	——	——	——	S E. moderate and cloudy. At 7 A. M. weighed anchor; paſſed Cox's Channel, between Q. Charlotte's Iſland and an iſland, off the N. W. end of it.
22	——	——	——	Weſtward; moderate breezes and cloudy. Sent ſome men on ſhored
23	——	——	——	Moderate and cloudy. At 6 A. M. weighed and ſtood acroſs the channel of Beal's Harbour. At 10 dropped anchor in Beale's Harbour, which lies in 54° 18′ N. and in 227° 6′ E. where we ſtaid till the 27th.
28	54 2	226 39	——	N. E. light winds. At 4 P. M. made ſail, and ſteered through Cox's Channel. At noon the extremes of the iſland bore from N. N. E. to E. S. E. half E. diſtant 7 or 8 leagues.

APPENDIX.

TABLE XI. *continued.*

ROUTE *of the* IPHIGENIA *from* NOOTKA, *or* KING GEORGE'S SOUND, *a ſecond Time, to the* SANDWICH ISLANDS.

Time.	*Latitude North.*	*Longitude Eaſt.*	*Variat. Eaſt.*	*Winds, Weather, and Remarks.*
1789.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
June 29	53 16	225 30	——	S. E. light winds, with hazy, cloudy weather. At ſun-riſe Charlotte's Iſland boar N. E. by N. diſtant 17 or 18 leagues.
30	52 26	225 46	——	S. S. E. to S. W. moderate and cloudy.
July 1	51 10	225 53	——	Variable, with hazy, rainy, ſqually weather.
2	50 13	225 41	——	S. W. freſh breezes and hazy.
3	48 43	225 54	——	S. W. hazy weather. Latter part ſqually, with a freſh breeze.
4	48 28	224 17	——	Freſh breeze, with a thick fog. Latter part clear.
5	44 35	222 50	——	N. N. W. a ſteady breeze, with fair weather.
6	42 36	221 25	——	Wind and weather as yeſterday.
7	40 33	220 8	——	N. W. freſh breezes. Paſt a quantity of rock-weed. Saw ſeveral birds on the wing, of the plover kind, ſome whales, and a number of black ducks.
8	38 40	219 23	——	S. W. and W. S. W. light winds and cloudy weather. Saw large quantities of rock-weed, and a number of birds.
9	36 26	218 12	——	N. W. freſh breezes, and ſqually.
10	34 50	216 47	——	Moderate weather and cloudy.
11	33 7	215 23	——	N. E. a ſteady trade-wind, and cloudy.
12	31 22	214 1	——	A ſteady trade-wind, and cloudy.
13	29 26	216 36	——	Ditto.
14	27 31	212 44	——	A ſteady breeze and clear. In the morning got ſeveral ſets of diſtances of the ſun and moon, the mean of which was 212° 58′.
15	26 2	209 11	——	Pleaſant trade wind, with clear weather.
16	24 26	208 13	——	Light winds and clear weather.
17	23 16	207 10	——	Ditto.
18	——	——	——	E. N. E. to S. E. light winds. At half paſt 9 A. M. by ſeveral ſets of obſervations, the longitude was 206° 20′.
19	20 52	——	——	Moderate breezes, with flying ſqualls of rain. At day-light Mowee bore S. W. half W. diſtant 23 leagues; Owhyhee S. W. by W. 28 leagues At noon the extremes of Owhyhee bore from S. by E. to S. W. diſtant 16 leagues. Mowee W. by S.
20	——	——	——	Pleaſant breezes, with fair weather. At ſun-riſe the extremes of Owhyhee bore from N. E. by N. to S. half E. off ſhore 2 leagues; where we ſtaid till the 27th.
28	21 5	——	——	Variable, light winds. Middle and latter part freſh trade. At noon the extremes of Woahoo bore from W. by N. to N. N. W. diſtant 4 or 5 leagues.
29	——	——	——	E. N. E. a ſteady breeze. At 4 P M. dropt anchor in Witetee Bay, in which, and amongſt the other Sandwich Iſlands, we ſtaid till the 12th of Auguſt.

APPENDIX.

TABLE XII.

ROUTE *of the* IPHIGENIA *from the* SANDWICH ISLANDS *to* CHINA.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1789.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
Aug. 12	21 49	195 21	——	E. N. E. a freſh trade wind.
13	22 6	193 2	——	A ſteady trade wind, and clear.
14	22 16	191 31	——	Light winds, and pleaſant weather.
15	22 19	190 18	——	Ditto, and hot, ſultry weather.
16	21 52	188 57	——	Light winds.
17	21 33	187 30	——	Varying from S. E. to N. E.
18	21 8	185 40	——	Pleaſant breezes and fair. At midnight lightning all round the compaſs. At 10 A. M. ſaw the appearance of land in the S. E. quarter; ſhortly after ſaw large flocks of birds.
19	20 44	183 40	——	Cloudy; lightning as laſt night. In the morning clear.
20	20 21	181 44	——	A ſteady trade-wind. In the night heavy ſhowers of rain.
21	19 33	180 4	——	Pleaſant breezes, and fair.
22	19 41	178 36	——	Light breezes, and fair.
23	19 28	177 26	——	Light airs, with hot, ſultry weather.
24	19 32	177 3	——	Ditto, and calms.
25	19 53	176 35	——	Variable; light airs, with flying ſhowers.
26	20 26	175 38	——	Ditto, with calms, and light airs.
27	21 0	173 55	——	Pleaſant breezes, and fair.
28	21 21	172 15	——	Moderate breezes; hot and ſultry.
29	21 35	167 50	——	Light winds. At 3 P. M. got a ſet of aſtronomical obſervations, which made the ſhip in 169° of longitude, being upwards of 3° a-head of account. At 6 P. M. ſaw numbers of birds in flocks.
30	21 36	166 31	——	Light winds, and cloudy. In the morning wind S. by E. with flying ſqualls of rain.
31	21 44	165 18	——	S. S. E. cloudy, with heavy ſhowers of rain.
Sept. 1	——	164 41	——	Variable; light winds. At 7 P. M. obſerved the diſtance of the moon from the ſtar Antares, weſt of her; which made the ſhip in longitude 165° 12′. At the ſame time obſerved the diſtance of the ſtar Pegaſus from the moon's remote limb, E. of her, which made the ſhip in longitude 165° 10′ E.
2	21 40	163 36	——	Light winds, and fair. In the night heavy rain, with much thunder and lightning.
3	21 22	162 4	——	Squally, with thunder, lightning, and heavy rain.
4	21 24	160 12	——	Heavy ſqualls of wind and rain, with peals of thunder, and much lightning. At 10 A. M. ſaw hundreds of birds flying about.
5	21 25	158 6	——	Freſh breezes, ſqually, and cloudy.

APPENDIX.

TABLE XII. *continued.*

ROUTE *of the* IPHIGENIA *from the* SANDWICH ISLANDS *to* CHINA.

Time.	*Latitude. North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1789.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
Sept. 6	21 17	156 18	——	First and middle part ſqually. Latter, a ſteady breeze from the S. E.
7	21 5	154 36	——	Variable firſt part. Middle and latter, ſqually, with rain.
8	21 1 per Ac.	152 17	——	Freſh breezes, cloudy, and ſqually. At 4 P. M. ſaw numbers of men of war birds, and thouſands of boobies.
9	20 49	150 2	——	A freſh trade wind, with heavy ſqualls. At 10 A. M. ſaw a flock of geeſe to the Weſtward. Saw likewiſe a grampus.
10	20 12	147 13	——	Eaſtward; a ſteady-trade-wind. At 4 A. M. obſerved the diſtance of the ſtar Aldebaran from the moon's neareſt limb, which made the ſhip in longitude 147° 54′.
11	20 6	146 8	——	Freſh breezes, and clear. At midnight ſaw the Volcano Grande, bearing S.W. by W. diſtant 8 or 9 leagues. At day-light made ſail for the 3 Iſlands of Urac, which bore W. by N. diſtant 8 leagues. At 10 A. M. got ſeveral ſets of lunar obſervations, by the mean of which the ſhip was in 146° 8′ longitude: at which time the body of the 3 iſlands bore W. half N. diſtant 2 leagues. At noon the centre of the 3 iſlands was in 20° 19′ N. latitude, and 146° 2′ E. longitude; and the Volcano in 19° 50′ N. and in 146° 23′ E.
12	20 12	143 53	——	Moderate and clear. At 6 P. M. ſaw a barren rock, which we called Guy's Rock; it lies in 20° 30′ N. lat. and 145° 52′ E. longitude.
13	20 6	141 8	——	Strong gales, ſqually, with rain.
14	20 16	138 26	——	S. E. ſtrong gales, with heavy ſqualls of wind and rain.
15	——	136 13	——	S. and S. S. E. freſh gales and heavy ſqualls. At 10 A. M. got ſeveral diſtances of the ſun and moon, by the means of which the ſhip was in 136° 13′ E. longitude. At half paſt 10 ſaw a reef of rocks under our lee, extending about 5 miles, in a W. N. W. and E. S. E. direction; they lie in 20° 37′ N. latitude, and 136° 10′ E. longitude, and are extremely dangerous.
16	21 21 per Ac.	135 9	——	S. W. ſtrong gales, with rain.
17	22 33	134 35	——	S. W. ſtrong gales, and heavy ſqualls.
18	23 19 per Ac.	133 57	——	Wind and weather as yeſterday.
19	22 48	134 25	——	S. W. Firſt part ſqually, with rain. Middle and latter part clear.
20	21 47	134 20	——	S. W. moderate breezes.
21	21 32	134 3	——	Light winds and calms. For the laſt 24 hours a number of land-birds about the ſhip.

APPENDIX.

TABLE XII. *continued.*

ROUTE *of the* IPHIGENIA *from the* SANDWICH-ISLANDS *to* CHINA.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1789.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
Sept. 22	21 28	132 50	——	Variable; a heavy rain. Middle and latter parts a ſteady breeze from the Eaſtward, with fair weather.
23	21 30	131 27	——	Squally, with rain.
24	21 29	130 5 49	——	S. S. W. light winds, and pleaſant.
25	21 32	129 18	——	Ditto.
26	21 25	128 9	——	Firſt and latter parts light airs. Middle, a fine breeze from the Eaſtward.
27	21 12	126 52	——	A moderate breeze, and clear.
28	21 24	125 12	——	N. N. E. a ſteady breeze, and pleaſant.
29	22 22	122 23	——	N. N. E. a ſteady breeze and clear. At half paſt 7 P. M. by a number of obſervations of the ſtar Antares, W. of the moon, by the mean of which the ſhip was in 124° 11′ E. latitude; Botol Tobago Xima bearing S. 75° W. diſtant 17 leagues.
30	21 53	——	——	Moderate, and clear weather. At noon the extremes of Formoſa bore from W. by N. half N. to N. W. by N. diſtant 9 leagues; Botol Tobago Xima N. E. diſtant 7 leagues.
Oct. 1	21 49	——	——	Pleaſant breezes, and fair. At ſun-ſet Formoſa bore from N. W. by N. to N. by E. diſtant 3 leagues; the rocks of Vele Rete S. S. W. diſtant 3 miles; Botol Tobago Xima E. by N. half N. diſtant 15 leagues.
2	21 52	——	——	Light breezes and fair.
3	No obſervat.	——	——	Freſh gales; thick hazy weather, with thunder, lightning, and hard rain.
4	——	——	——	Strong gales and hard ſqualls. At 11 A. M. got ſight of the Grand Lema, bearing N. W. diſtant 3 leagues. At noon the Grand Lema bore W. half S. diſtant 3 leagues.
5	——	——	——	Freſh gales; thick and hazy from the Eaſtward. At 8 P. M. came to in Macao Road.

TABLE

APPENDIX.

TABLE XIII.

ROUTE *of the* N. W. AMERICA Schooner, *from* NOOTKA, *or* KING GEORGE'S SOUND *to the* SANDWICH-ISLANDS.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1788.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
Oct. 27	49 36	233 0	——	E. S. E. ſqually, with rain and hail. Left Nootka Sound.
28	49 18	——	——	Ditto, with hard gales, rain, and heavy ſea.
29	48 24	——	——	S. E. and E. N. E. ſqually, with rain, and light breezes.
30	47 43	——	——	N. Weſterly; ſqually, with rain, and a high ſea.
31	46 4	——	——	Variable; ſqually, and rain.
Nov. 1	——	——	——	S. Eaſterly; ſtrong gales, ſqually, with rain.
2	46 9	——	——	Wind and weather as yeſterday.
3	45 6	——	——	Variable; light breezes, with ſmall rain.
4	——	——	——	Variable; freſh breezes, ſqually, and ſome rain.
5	43 48	——	——	S. Weſterly; ſqually, freſh gales, and an high ſea.
6	42 48	——	——	S. W. and S. W. by W. cloudy, with drizzly rain, and ſqualls.
7	41 57	——	——	S. Weſterly; moderate breezes, with a heavy ſwell.
8	40 54	——	——	S. and N. W. by W. light airs, cloudy, and a heavy ſea; freſh breezes and clear.
9	40 7	——	——	From W. N. W. to E. pleaſant breezes and clear.
10	39 33	——	——	E. S. E. and S. E. pleaſant breezes, light airs, and cloudy.
11	——	——	——	S. E. and N. E. light breezes and fair; pleaſant breezes and cloudy.
12	——	——	——	N. E. and N. N. E. pleaſant breezes, and cloudy.
13	36 49	——	——	N. E. pleaſant breezes, and cloudy.
14	35 24	——	——	E. ſqually, with rain.
15	——	——	——	S. E. ſqually, with rain.
16	——	——	——	Variable; freſh breezes, thick and hazy, with hard rain, and a heavy ſwell.
17	32 49	——	——	Variable; moderate breezes, with hard rain, and a heavy ſwell; light airs, and cloudy.
18	31 40	——	——	From S. S. E. to N. E. ſqualls and rain; with much thunder and lightning, and a high ſea.
19	30 28	——	——	N. E. pleaſant breezes, and cloudy, with ſome rain. Saw a tropic bird, a ſea pie, [illegible] and Portugal men of war.
20	29 30	——	——	Variable; freſh breezes, and cloudy.
21	29 3	——	9 30	S. Eaſterly; pleaſant breezes, and fair.
22	28 40	——	——	S. S. E. and ditto.
23	28 30	——	——	S. S. E. and S. E. by S. freſh breezes, ſqually, and rain
24	28 31	——	——	S. Weſterly; freſh breezes, ſtrong gales, cloudy, and a heavy ſea.
25	28 3	——	——	S. Weſterly; ſqually with rain, pleaſant breezes.
26	27 41	——	——	S. Eaſterly; freſh breezes, and cloudy.

APPENDIX.

TABLE XIII. *continued.*

ROUTE *of the* N. W. AMERICA Schooner, *from* NOOTKA, *or* KING GEORGE'S SOUND *to the* SANDWICH-ISLANDS.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1788.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
Nov. 27	26 26	——	——	S. Eaſterly; freſh breezes, with ſqualls of rain.
28	25 34	——	——	S. E. and S. E. by E. freſh breezes, and cloudy.
29	26 57	——	——	S. E. by E. and S. E. by S. freſh breezes and cloudy, with lightning, and ſqualls of rain.
30	25 12	——	——	S. S. E. freſh breezes and cloudy, with a heavy ſea.
Dec. 1	25 8	——	——	Variable; freſh breezes, and cloudy.
2	25 0	——	——	S. S. E. and S. by E. light winds, and cloudy.
3	24 18	——	9 0	Variable and S. Eaſterly; light airs and cloudy.
4	23 2	——	——	E. S. E. pleaſant breezes, and clear.
5	21 32	——	——	S. Eaſterly; freſh breezes, and ſome ſqualls of rain.
6	At the	Sandwich	Iſlands.	E. S. E. ſtrong breezes and cloudy. Mowee bore W. S. W. diſtant 10 leagues; Owhyhee S. E. diſtant 18 leagues
7	20 4	——	——	Light breezes, and cloudy; off Mowee. At ſun-ſet Mowee bore from S. W. by W. to N. W. by N.; Owhyhee S. E. diſtant 10 leagues. At ſun-riſe Mowee bore N. W. and W. by N. diſtant 4 or 5 leagues. At noon Owhyhee bore S. E. and W. S. W. diſtant 4 or 5 leagues.
8	19 34	——	——	Light airs; hot and ſultry. At ſun-ſet Mowee bore from N. W. by N. to W. S. W.; Owhyhee E. N. E. to S. W. by W. diſtant 3 leagues. At day-light Owhyhee bore from N. E. by N. to S.; Mowee N. W. by N. to W. N. W.; Tahoorowa W. by N. diſtant 3 leagues. At noon Owhyhee bore from S. half E. to N. E. Off Toe-yah-yah Bay. Mowee bore from N. by W. to N. W. by N.
9	——	——	——	Squally, with rain, and much thunder and lightning, and foggy. At ſun-ſet Owhyhee bore from N. by E. to S. by W. diſtant 3 leagues. Standing into Karakakooa Bay.

APPENDIX.

TABLE XIV.

ROUTE *of the* N. W. AMERICA Schooner, *at the* SANDWICH-ISLANDS.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1788.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
Dec. 10	19 35	——	——	Variable; light airs, clear, hot and ſultry. At ſun-ſet Owhyhee bore from S. half W. to N. W. by N. diſtant 2 leagues; Mowee N. W.; Tahoorowa N. W. by W. At ſun-riſe Owhyhee bore from S. by E. to N. diſtant 4 or 5 miles. At noon Owhyhee bore from N. N. E. to S. by S. diſtant 4 miles.
11	——	——	——	Light breezes and fair. In Karakakooa Bay, where we remained till the 20th. At noon the extremes of Owhyhee bore from S. by E. half E. to N. N. W. half W.; Karakakooa Bay E. by S. diſtant 4 leagues.
21	20 39	——	——	S. ſqualls and rain. At noon the extremities of Mowee bore from N. W. to S. E. by E. off ſhore 3 leagues; the iſland of Ranai W. N. W. to W. by S.; the iſland of Morotoi W. diſtant 1 league; Tahoorowa from S. S. W. to S. W. by W. diſtant 3 leagues.
22	——	——	——	Freſh breeze from the S. and W. and cloudy. Came to an anchor off the iſland of Mowee, 1 league from ſhore; the extremities of Ranai bore from W. by N. half N. to S. W. by W.; Morokenne S. E. half E.; the W. point of Owhyhee E. half S.; the iſland of Tahoorowa from S. to S. E. by S.; the iſland of Mowee from S. E. by S. half E. to W. N. W. We remained at anchor till the 26th.
27	20 50	——	——	S. S. W. light airs and calms. At ſun-ſet the iſland of Mowee bore from E. by S to N. W. half W. 10 leagues; Ranai from W. by S. to W. N. W. diſtant 4 leagues; the extremities of Tahoorowa S. and S. E. diſtant 5 leagues.; Owhyhee from S. E. to E. S. E. diſtant 15 leagues. At noon Mowee bore from E. S. E. to N. W. by W. diſtant 3 leagues; Morotoi N. W.; the extremes of Ranai from W. N. W. to W. by S. diſtant 4 leagues; the extremes of Tahoorowa from S. by W. to S. S. E. diſtant 7 leagues; the body of the rock Morokenne, S. E. by S. diſtant 8 leagues.
28	——	——	——	S. E.—S. and W. S. W. freſh breezes, cloudy, with ſqualls and rain, thunder and lightning. At ſun-ſet the extremes of Mowee bore from E. S. E. half E. to N. by E. diſtant 4 leagues; the body of Morotoi N. W. by N. diſtant 5 leagues; Ranai S. by W. and W. N. W. diſtant 4 miles; Tahoorowa from S. by E. to S. E. diſtant 9 leagues; Owhyhee juſt in ſight, S. E. by S. diſtant 20 leagues. At ſun-riſe the extremes of Woahoo bore N. W. by W. diſtant 8 leagues; the extremes of Morotoi N. E. by N. and E. diſtant 6 leagues.

APPENDIX.

TABLE XIV. *continued.*

ROUTE *of the* N. W. AMERICA Schooner, *at the* SANDWICH ISLANDS.

Time.	*Latitude North.*		*Longitude East.*		*Variat. East.*		*Winds, Weather, and Remarks.*
1788.	*Deg.*	*Min.*	*Deg.*	*Min.*	*Deg.*	*Min.*	
Dec. 29	21	17	——		——		Light winds, hard rain, and much thunder and lightning. At ſun-ſet the extremes of Woahoo bore from N. N. W. to W. diſtant 5 leagues. At ſun-riſe the extremes of Woahoo bore N. W. and N. diſtant 7 or 8 leagues; Morotoi from S. E. half E. to S. by E. diſtant 6 leagues. At noon light airs, and clear weather; the extremes of Woahoo bore from S. W. by W. to W. by N. diſtant 5 leagues; Morotoi S. E. by E. and E. N. E. diſtant 7 leagues.
30	21	26	——		——		W. S. W. pleaſant, breezes and cloudy. At ſun-ſet Woahoo bore N. W. by W. and W. by S. diſtant 4 or 5 leagues; Morotoi E. by N. and S. E. diſtant 7 or 8 leagues. At day-light Woahoo bore from S. W. by S. to W. N. W. diſtant 3 leagues; Morotoi E. S. E and E. by N. diſtant 8 or 9 leagues. At noon Woahoo bore from N. by W. to W. diſtant 3 leagues; Morotoi from E. by N. to S. E. by E. diſtant 6 leagues.
31	21	26	——		——		S. freſh breezes, and cloudy, with ſome ſqualls of rain. At noon the extremes of Woahoo bore from N. N. W. to E. S. E. diſtant, off ſhore, 2 or 3 leagues.
1789. *Jan.* 1	——		——		——		S. and S. by W. freſh breezes, and cloudy. At noon e extremes of Woahoo bore from N. N. W. to E. S. E. diſtant off ſhore, 2 or 3 leagues.
2	21	22	——		——		Light airs and variable. At 2 A. M. pleaſant breezes and clear. At ſun-riſe the extremes of Woahoo bore from N. N. E. to E. by N. diſtant 10 or 11 leagues. At noon the S. point of Woahoo bore from E. by N. to N. diſtant 8 leagues; Morotoi E. S. E. diſtant 15 leagues.
3	21	15	——		——		S. by E. pleaſant breezes, and clear. At ſun-ſet the extremes of Woahoo bore from N. by W. to E. by S. off ſhore 3 leagues. At 2 A. M. light airs, and variable. At ſun-riſe the extremes of Woahoo bore from N. N. W. to E. S. E. off ſhore 6 leagues. At 10 A. M. pleaſant breezes and clear. At noon the extremes of Woahoo bore from N. by W. to N. E. by E. off ſhore 10 leagues.
4	21	4	——		——		Variable; freſh breezes and clear; light airs and clear. At noon freſh breezes and clear —Still off Woahoo.
5	21	2	——		——		Variable; pleaſant breezes and clear. Still off Woahoo.
6	21	13	——		——		E. by N. pleaſant breezes and clear. At noon the S. point of Woahoo bore E. by N. diſtant 4 leagues.

APPENDIX.

TABLE XIV. *continued.*

ROUTE *of the* N. W. AMERICA Schooner, *at the* SANDWICH ISLANDS.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1789.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
Jan. 7	21 12	——	——	Variable; pleaſant breezes and clear. At noon the extremes of Woahoo bore from N. W. to E. N. E. diſtant 3 leagues.
8	20 51	——	——	N. E.—N. E. by N. and N. N. E. freſh breezes, cloudy and ſqually. At ſun-ſet the extremes of Morotoi bore from N. E. to E. by N. diſtant 8 or 9 leagues. At noon the S. E. point of Woahoo bore N. by W. diſtant 7 or 8 leagues.
9	22 7	——	——	N. N. E. and variable; freſh breezes and clear. At ſun-riſe the extremes of Morotoi bore from E. to E. by S. diſtant 12 or 13 leagues; the extremes of Woahoo from N. W. by W. to N. E. by N. diſtant 3 leagues. At noon Woahoo bore from N. W. to N. N. E. diſtant 4 or 5 leagues.
10 & 11	——	——	——	Variable; light airs. Came to anchor off Woahoo, diſtant 1 mile.
11 & 12	——	——	——	S and E. and S. light breezes, freſh gales and ſqually. At 5 P. M. weighed anchor, in company with the Iphigenia. At noon the E. end of Morotoi bore from S. W. to E. by N. diſtant 4 leagues.
13	——	——	——	E. N. E. to S. S. E. ſqually and rain. At 2 A. M. the N. E. extremity of Morotoi bore E. S. E.; ſtood between Mowee and Morotoi. At noon the extremes of Morotoi bore from N. E. to W. N. W. diſtant 4 leagues; the S. E. point of Woahoo W. by N. diſtant 7 leagues.
14	——	——	——	N. E. to N. N. W.—E. S. E. and S. S. E. freſh breezes and rain. At ſun-ſet Morotoi bore from E. half N. to N. N. E. diſtant 5 or 6 miles; Ranai S. E. by E.; Mowee E. by S.; the S. W. part of Woahoo N. W. by N. diſtant 7 leagues. At ſun-riſe Woahoo bore from N. W. to S. W. by W. diſtant 2 leagues; Morotoi E.; Ranai S. E. by E. diſtant 7 or 8 leagues. At noon hauled round the S. W. point of Woahoo, and anchored in 10 fathoms, 2 miles off ſhore.
15	——	——	——	S. freſh breezes and cloudy, with ſtrong gales and ſqualls, and a heavy ſea. At 12 P. M. weighed and ſtood to ſea, the gale ſtill encreaſing. At noon the extremes of Woahoo bore from W. by S. to N. W. diſtant 2 leagues; Morotoi from E. S. E. to E. by N. diſtant 7 or 8 leagues.
16	——	——	——	W. S. W. and variable; freſh breezes and cloudy. At ſun-ſet the E. end of Woahoo bore from N. half W. to N. N. W. diſtant 5 or 6 leagues; Morotoi N. E. by E. diſtant 8 or 9 leagues. At day-light the E. ſide of Woahoo bore from N. N. E. to W. N. W. diſtant 2 or 3 leagues. At noon the extremes of Woahoo bore from E. by N. to W. Off Wytetee Bay 1 league.

APPENDIX.

TABLE XIV. *continued.*

ROUTE *of the* N. W. AMERICA Schooner, *at the* SANDWICH-ISLANDS.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1789.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
Jan. 17	——	——	——	S. W. by W. freſh breezes and cloudy. At ſun-riſe ſtrong gales and a heavy ſea; Woahoo bore from W. half N. to N. N. W. diſtant 4 or 5 leagues. At noon wind at S. with ſqualls and rain; the extremes of Woahoo bore from W. by N. to N. W. by N. diſtant 3 leagues.
18	21 24	——	——	S. S. W. ſtrong gales and hazy. At day-light the extremes of Morotoi bore from S. E. by E. to S. W. by S. diſtant 7 or 8 leagues: freſh breezes and clear. At noon the extremes of Morotoi bore from S. E. to S. W. by W. diſtant 2 leagues; the N. W. end of Mowee E. S. E. diſtant 4 leagues.
19	21 30	——	——	S.—S. W. and S. S. W. freſh breezes and ſqually, with ſtrong guſts off the land. At day-light the body of Morotoi bore S. S. E. diſtant 7 or 8 leagues. At noon Morotoi bore from S. W. to S. by E. diſtant 7 leagues.
20	——	——	——	Variable; cloudy, and a conſtant, hard rain. At ſun-ſet Morotoi bore from S. S. W. to S. E. by E. diſtant 4 or 5 leagues. At 10 A. M. Morotoi bore S. S. E. diſtant 3 or 4 leagues.
21	——	——	——	Variable; freſh breezes and cloudy. At ſun-ſet Woahoo bore from S. E. to W. by N. diſtant 5 or 6 leagues. Cloudy, and rain; at ſun riſe Morotoi bore from S. by E. to E. by S. diſtant 8 or 9 leagues. Light breezes and rain. At noon Woahoo bore from W. S. W. to N. W. by W.; Morotoi from E. half S. to S. E. by S. diſtant 6 or 7 leagues.
22	——	——	——	Variable; light breezes, hazy, drizzling rain. At ſun-ſet Morotoi bore from S. E. by E. to E.; Woahoo from N. W. to S. W. by W. half W. diſtant 2 or 3 leagues. At day-light cloudy and drizzling rain; Woahoo bore from W. half N. to N. by E.; Morotoi from E. by N. to E. by S.; Ranai E. N. E. diſtant 9 leagues. At noon hauled round the S. W. point Woahoo into Witetee Bay.
23	——	——	——	Weſterly; light breezes and hot. In Witetee Bay.
24	——	——	——	S. E. light airs. In ditto.
25	——	——	—	S. a moderate breeze. At 5 P. M. got under ſail. At ſun-riſe Woahoo bore from W. to N. E. by E.; Witetee Bay N. N. W. diſtant 3 leagues. At noon Ranai bore E. by S.; Mowee E.; Morotoi E. by N. half N.; Woahoo from N. E. by E. to W. by S. diſtant, off ſhore, 5 miles; and Witetee Bay W. by N. diſtant 7 miles.

APPENDIX.

TABLE XIV. *continued.*

ROUTE *of the* N. W. AMERICA Schooner, *at the* SANDWICH ISLANDS.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1789.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
Jan. 26	21 14	——	——	S. S. W. light airs and calms. At ſun-ſet the extremes of Woahoo bore from N. N. W. to W. off ſhore 2 leagues. At noon a light breeze from the S.; the Iſland of Ranai bore from E. by S. to E.; Mowee E. half N. to E. N. E. half E.; Morotoi E. N. E. quarter E. to N. E. by E. diſtant 5 leagues; Woahoo from N. N. W. to W. by N. diſtant 4 leagues.
27	——	——	——	S. pleaſant breezes, and cloudy. At ſun-ſet Woahoo bore from W. by N. to N. W. off ſhore 3 leagues; Ranai E. S. E.; Morotoi E. N. E. and the body of Mowee E. diſtant 12 leagues. Light breezes and fair at ſun-riſe, Woahoo from N. W. by N. to W. by S. off ſhore 2 leagues.
28	21 8	——	——	E. cloudy. At ſun-ſet Woahoo bore from W. N. W. half W. to N. E. half E. off ſhore 2 leagues. Conſtant drizzling rain; at ſun-riſe, Woahoo bore from N. N. W. to N. E. off ſhore 4 leagues. At noon freſh breezes and ſqually; Woahoo bore from N. W. by N. to N. E. by E. off ſhore 6 leagues.
29	21 14	——	——	Variable; freſh breezes and cloudy, with a heavy ſwell. At ſun-ſet Woahoo S. W. point E.; Witetee bay E. by N. At ſun-riſe Woahoo N. W. point N. N. W. the W. point N. E. by E. and the S. W. point E. by S. off ſhore 2 leagues. Light airs and calms; at noon Woahoo bore from N. W. by N. to E. off ſhore 3 leagues.
30	21 27	——	——	Variable; light airs, and pleaſant. At ſun-ſet the extremes of Woahoo the N. W. point N. by W. half W. to the S. W. point, E. off ſhore 2 leagues. At ſun-riſe Woahoo bore from N. E. by E. to S. W. by S. off ſhore 5 leagues. At noon the N. W. point of Woahoo bore from N. by E. to the S. W. point S. E. by E. half E. off ſhore 2 leagues.
31	21 30	——	——	N. variable, and N. N. E. moderate breezes and fair. At ſun-ſet the N. W. point of Woahoo bore from N. by E. to E. N. E. off ſhore 1 league. At ſun-riſe the N. point of Woahoo bore from E. by N. to S. E. off ſhore 7 or 8 leagues; Atooi in ſight, bearing from W. by N. to W. by S. diſtant 16 or 17 leagues. At noon Woahoo bore from E. N. E. to S. E. by E. off ſhore 2 or 3 leagues.

APPENDIX.

TABLE XIV. *continued.*

ROUTE *of the* N. W. AMERICA Schooner, *at the* SANDWICH ISLANDS.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1789.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
Feb. 1	21 44	——	——	N.E. by E. variable, and E. by S. freſh breezes and fair. At ſun-ſet Woahoo bore from N. E. by E. to S. E. by E. diſtant from the N. W. point about 4 miles. At day-light the N. point of Woahoo bore E. N. E.; the N. W. point S. E. half E. off ſhore 2 miles. At noon the N. point of Woahoo bore from N. E. half E. to the N. W. point S. off ſhore 4 miles.
2	21 29	——	——	W. N. W. light airs and cloudy. At day-light Woahoo bore from N. by W. to E. by N. off ſhore 3 leagues. At noon Woahoo bore from N. N. E. to S. E. by E. off ſhore 3 leagues.
3	21 32	——	——	Eaſtward; a light breeze. Off ſhore at Woahoo.
4	21 36	——	——	W. light airs and pleaſant. Off ditto.
5	21 12	——	——	N. E. by E. and E. N. E. freſh breezes and fair. Off ditto.
6	21 19	——	——	Pleaſant breezes and fair. At 8 A. M. bore away for Atooi. At noon Woahoo bore from E. S. E. to N. by W. off ſhore 1 league.
7	——	——	——	Light breezes and fair. At 10 A. M. ſaw the Iphigenia off Wymoa Bay. At noon dropt anchor 1 cable's length from the Iphigenia, where we remained till the 19th.
19	——	——	——	S. E. and variable; light breezes and conſtant rain. Weighed and made ſail. At ſun-ſet Atooi bore from E. by N. to N. W. by N.; Wymoa Town N. by E. diſtant 7 or 8 miles; the E. end of Oneheeow from W. by N. to W. by S. diſtant 6 or 7 leagues. At noon the E. end of Oneheeow bore from N. by E. to W. by N. diſtant 4 miles; Tahoorowa N. W. by N. diſtant 4 leagues.
20	21 52	——	——	N. N. E. ſtrong gales and ſqually. At ſun-riſe the E. end of Oneeheow bore from N. by E. to N. W. by W. diſtant 6 or 7 leagues. At noon Oneheeow bore from S. W. to N. W by W. diſtant 4 or 5 leagues.
21	21 25	——	——	N. W. ſtrong gales and ſqually. At ſun-riſe the N. extremity of Oneeheow bore N. W. by N. diſtant 7 or 8 leagues. At noon Atooi bore from N. N. E. to N. W. by N. diſtant 5 or 6 leagues; Oneeheow N. W. diſtant 10 or 12 leagues.
22	21 14	——	——	N. N. W. moderate breezes. At day-light Woahoo bore from E. by N. to N. E. by N. diſtant 9 or 10 leagues. At noon Witetee Bay E. by S. and the Northern extremity N. W. by N. off ſhore 2 miles.

APPENDIX.

TABLE XIV. *continued*

ROUTE *of the* N. W. AMERICA Schooner, *at the* SANDWICH-ISLANDS.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1789.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
Feb. 23	——	——	——	Pleaſant breezes and fair. At 8 P. M. came too in Witetee Bay.
24	——	——	——	Pleaſant breezes from the Weſtward. In ditto.
25	20 26	——	——	W. N. W. pleaſant breezes. At half paſt 5 P. M. weighed, and ſtood for Owhyhee. At ſun riſe the body of Woahoo bore N. W. diſtant 6 or 7 leagues; the E. end of Morotoi from N. by E. to N. E. by E. diſtant 3 leagues; the E. end of Ranai from E. by N. to E. diſtant 4 or 5 leagues. At noon Woahoo bore N. W. by N.; the W. end of Morotoi N. W. by N. the Eaſtern extremity of Ranai E. by N.; diſtant 3 leagues; the S.W. extremity of Mowee E. by S.; and Tahoorowa E. S. E.
26	19 34	——	——	W. N. W. pleaſant breezes and fair. At ſun-ſet Ranai bore from N. W. by N. to N. diſtant 4 leagues; Mowee from N. by E. to N. E. by E.; Tahoorowa S. by E. At ſun riſe Owhyhee bore from S. E. by E. to N. E. by E. diſtant 5 or 6 leagues; Mowee N. by E. half E.; Tahoorowa N. half W.; Ranai N. N. W. At noon Owhyhee bore from E. S. E. to N. E. by E. diſtant 4 or 5 leagues; the Snowy Mountains E. by S. and E. by N.; Mowee from N. by E. to N. N. W. diſtant 7 or leagues.
27	19 24	——	——	S. light airs and fair. At ſun-ſet Owhyhee bore from S. E. to N. E.; Mowee N. N. W. diſtant 7 or 8 leagues. At ſun-riſe Owhyhee bore from N. E. by N. to S. E. diſtant 4 or 5 leagues. At noon Owhyhee bore from N. E. by N. to S. E. quarter E. diſtant 5 leagues; Mowee N. diſtant 8 or 9 leagues.
28	19 23	——	——	N. W. light breezes and fair. At ſun-ſet Owhyhee bore from S. E. to N. E. diſtant 4 leagues. At day light Owhyhee bore from S. E. half E. to N. E. diſtant 2 leagues; Mowee N. to N. by W.
March 1	20 19	——	——	W. S. W. light airs, hot and ſultry. At ſun-riſe Owhyhee bore from N. N. E. to S. S. E.; Karakakooa Bay S. E. diſtant 5 leagues. At noon Owhyhee bore from E. N. E. to S. E. half S. diſtant 6 or 7 leagues; Mowee from N. by E. to N. by W.; Ranai N. W. by N.; Tahoorowa N. N. W.
2	19 46	——	——	N. W. light airs and variable. At ſun-ſet Owhyhee bore from S. E. to E. S. E. half E. diſtant 8 or 9 leagues; Mowee N. to N. by E. half E.; Ranai N. N. W.; Tahoorowa N. by W. At ſun-riſe Owhyhee bore from N. E. half N. to S. E. half S. diſtant 5 leagues; Mowee N. N. W. diſtant 10 leagues. At noon Owhyhee bore from N. N. E. to S. by E. half E.; Karakakooa Bay S. E. diſtant 17 miles.

APPENDIX.

TABLE XIV. *continued.*

ROUTE *of the* N. W. AMERICA Schooner, *at the* SANDWICH ISLANDS.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1789.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
March 3	——	——	——	W. S. W. pleaſant and fair. At 4 P. M. ſaw the Iphigenia coming into a bay, about 3 leagues to the Northward of Karakakooa Bay. At half paſt 4 P. M. came to in 20 fathoms, off ſhore 2 miles; the extremes of the land from S. E. by. S.; the N. E. end of Karakakooa S. E.; and the neareſt extreme W. N. W. diſtant 4 miles.
4	——	——	——	Variable; light breezes and fair. Off Owhyhee, near Karakakooa Bay, where we ſtaid till the 6th.
5	——	——	——	Moderate ſea breezes, and cloudy. Latter part pleaſant land-breezes, and fair.
6	——	——	——	S. and E. light breezes and clear. At 6 A. M. weighed anchor. At noon the extremes of Owhyhee bore from N. to S. by E.; off Toe-yah-yah Bay about 5 leagues. At 7 P. M. came to in the Bay.
7	——	——	——	Firſt and middle parts pleaſant ſea-breezes and cloudy. Latter pleaſant land breezes. Off Owhyhee.
8 & 9	——	——	——	Firſt part freſh land breezes. Middle and latter moderate ſea-breezes and cloudy. At 11 P. M. weighed anchor, with the Iphigenia, for Woahoo. At noon Mowee bore from N. E. by N. to N. N. W.; Tahoorowa N. W. by N. to W. N. W.; Owhyhee E. by N. to E. S. E. diſtant 12 leagues.
10	21 7	——	——	E. a freſh trade wind, and fair. At ſun-ſet the extremes of Tahoorowa bore from E. by S. to E. half N.; the E. point of Mowee E. by N.; Ranai from N. E. by N. to N. N. W. diſtant 3 leagues; the N. W. point of Morotoi N. W. by N.; Woahoo N. W. by N. diſtant 12 leagues. At day-light Woahoo bore from N. by W. to N. W. by W. diſtant 8 leagues; the N. W. point of Morotoi N. E. half N. At noon Woahoo bore from N. by W. to W. by N. diſtant 6 or 7 leagues; Morotoi from E N. E. to E. half S.; Ranai E. S. E. diſtant 5 leagues.
11	——	——	——	Light breezes and variable. At ſun-ſet Woahoo bore from N. E. by N. to W. by S. At day-light Woahoo bore from E. N. E. to W. N. W. off Witetee Bay 2 leagues. At 9 A. M. came to, in 11 fathoms, in Witetee Bay, diſtant 1 mile.
12	21 23	——	——	Squally and rain. Weighed and made ſail for Atooi, with the Iphigenia. At day-light Woahoo bore from E. N. E. to W. N. W. off ſhore 3 leagues.

APPENDIX.

TABLE XIV. *continued.*

ROUTE *of the* N. W. AMERICA Schooner, *at the* SANDWICH-ISLANDS.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1789.	*Deg. Min.*	*Deg. Min*	*Deg. Min.*	
March 13	——	——	——	N. N. E. freſh breezes and ſqual'y. At 6 P. M. ſaw Atooi bearing N. W. by W. diſtant 6 or 7 leagues. At day-light was towed into Wymoa Bay by the natives.
14	——	——	——	Moderate ſea-breeze and cloudy. At 5 P. M. weighed, and ſtood for Oneeheow. At ſun-ſet Atooi bore from E. to N. W. by N. off ſhore 2 leagues; Oneeheow from W. S. W. to W. half S.; Orehua W. by N.
15	——	——	——	Moderate ſea-breeze and cloudy. At day-light Oneeheow bore from E. to N. E. diſtant 3 leagues. At noon Oneeheow bore from N. half W. to S. by E. half E. off ſhore 2 miles. At 5 P. M. came to, in 17 fathoms, abreaſt of a ſmall village, called Rotair; the E. end of Oneeheow bore from S. S. E. half E. to N. half W.; Tahoorowa S. W. diſtant 5 leagues.
16	21 51	——	——	Freſh breezes and cloudy. At half paſt midnight made ſail, and ſtood to the Weſtward. At day-light Oneeheow bore from E. to N. N. E.; Tahoorowa S. W. by S.; the Iphigenia 3 leagues to Windward. At noon Oneeheow bore from N. E. to S. E. half E. off ſhore 3 leagues.

TABLE

APPENDIX.

TABLE XV.

ROUTE *of the* N. W. AMERICA SCHOONER, *from the* SANDWICH-ISLANDS *to the* N. W. COAST OF AMERICA.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1789.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
March 17	——	——	——	Variable; freſh breezes and cloudy. At ſun-ſet Oneeheow bore from N. N. E. to E. S. E. off ſhore 2 leagues. At day-light Oneeheow bore from N. E. by E. to S. E. by S. off ſhore 2 leagues. At 7 A. M. ſaw the Iphigenia. At 8 ſpoke to her.
18	22 27	——	——	Variable; freſh breezes and cloudy. At 6 P. M. Oneeheow bore from N. by E. to E. N. E. diſtant 3 leagues. At noon pleaſant breezes and clear.
19	23 2	——	——	N. N. E. pleaſant and clear. At 4 P. M. ſaw a ſmall iſland bearing W. N. W. diſtant 4 leagues. At ſun-riſe ditto N. W. by W. diſtant 2 leagues. At noon it bore N. by W. diſtant 5 miles.
20	23 37	——	——	Variable; pleaſant breezes and cloudy. At ſun-ſet the iſland bore E. by N. diſtant 5 or 6 leagues. At noon moderate breezes, and fine, pleaſant weather.
21	24 49	——	——	E. N. E. freſh breezes and cloudy.
22	26 6	——	——	E. by N. pleaſant breezes and fair.
23	27 8	——	——	E. by N. to N. E. light breezes and cloudy.
24	27 57	——	——	N. E. and N. N. E. pleaſant breezes and fair.
25	28 56	——	——	N. E. by N. to E. S. E. ditto, and cloudy.
26	29 56	——	——	E. S. E. pleaſant breezes and cloudy. At noon hazy.
27	31 5	——	——	S. E. by S. ditto, and hazy.
28	31 54	——	——	S. E. by E. light breezes and hazy.
29	33 0	——	——	Eaſterly; pleaſant breezes and fair.
30	33 22	——	——	Variable; light airs, inclinable to calm.
31	33 43	——	——	N. by E. to N. E. by E. light breezes and pleaſant.
April 1	34 34	——	——	E. N. E. light breezes and cloudy. At 1 A. M. E. by S. light breezes and ſqually, with rain. At noon pleaſant.
2	35 19	——	——	S. E.—S. S. E. and S. E. by E. ſqually, with rain.
3	——	——	——	S. to S. W. and W. light breezes and cloudy, with ſmall rain.
4	36 17	——	——	W. and N. N. W. freſh breezes and ſqually.
5	35 59	——	——	N. and E. N. E. ſtrong breezes, with hard ſqualls of wind and rain.
6	36 59	——	——	N. W. freſh breezes, ſqually, with rain.
7	37 47	——	——	N. Weſterly, and ditto.
8	39 19	——	——	W. and ditto.
9	——	——	——	S. W. ſtrong breezes and clear, with a high, following ſea. At 8 P. M. ſqually, with rain. At 8 A. M. conſtant rain. At noon light airs, and conſtant rain.

APPENDIX.

TABLE XV. *concluded.*

ROUTE *of the* N. W. AMERICA Schooner, *from the* SANDWICH ISLANDS *to the* N. W. COAST *of* AMERICA.

Time.	*Latitude North.*	*Longitude East.*	*Variat. East.*	*Winds, Weather, and Remarks.*
1789.	*Deg. Min.*	*Deg. Min.*	*Deg. Min.*	
April 10	——	——	——	Variable; freſh breezes and cloudy, with rain.
11	40 7	——	——	N. Eaſterly; ſtrong gales, with rain, and a high ſea.
12	41 17	——	——	W. N. W. and variable; hard ſqualls of wind and rain. Saw ſeveral ſmall birds.
13	42 36	——	——	W. N. W. moderate, ſqually, with a high ſea from the N. W. At 10 A. M. ſaw a ſea-lion and a ſea-gull. Several birds flying about the ſhip.
14	44 2	——	——	From W. to S. pleaſant breezes; hazy, with ſmall rain.
15	——	——	——	From S. by E. to S. W. cloudy, with ſmall rain. At noon freſh breezes and hazy.
16	47 48	——	——	From W. by S. to W. by N. pleaſant breezes and ſqually. Paſſing ſqualls of rain, hail and ſnow.
17	48 28	——	——	From W. N. W. to N. by E. freſh breezes, with hard ſqualls, and ſleet.
18	47 53	——	——	Variable; light breezes and clear; ſqually, with rain.
19	48 14	——	——	Variable; light breezes, and ſmall, drizzling rain.
20	48 40	——	——	Variable; light airs, pleaſant breezes and fair. Wild-geeſe, ſhags, ſea gulls, and gannets ſeen.
21	49 15	——	——	N. Weſterly; freſh breezes and clear. Paſſed ſome drift-wood, and ſea weed, and ſaw ſeveral whales.
22	49 34	——	——	S. W. fair, and pleaſant. At noon the extremities of the coaſt bore from W. by N. to E. by S.; Nootka Sound E. N. E. diſtant 9 or 10 leagues.
23	——	——	——	S. E. by E. light winds and clear. At ſun-ſet the extremes of land bore from E. by S. to W. N. W. off ſhore 3 leagues.; Nootka Sound E. by N. diſtant 6 or 7 leagues. At 10 A. M. Nootka Sound bore E. by N. diſtant 7 or 8 leagues.
24	——	——	——	E. S. E. to W. S. W. ſtrong gales, and hard rain. At 4 A. M. Nootka Sound bore E. N. E. diſtant 6 or 7 leagues. At noon rounded Hog Iſland, and anchored in Friendly Cove.

END OF TABLES.

APPENDIX.

No I.

INSTRUCTIONS of the MERCHANTS PROPRIETORS.

To JOHN MEARES, Esq. *commanding the* FELICE *and* IPHIGENIA.

SIR,

AS the prosecution of Voyages to distant countries must redound to the honour of those who undertake them, by elucidating the obscurities of Geography, and opening new channels for Commerce; and whereas it appears that a very beneficial trade may be carried on between China and the North West Coast of America, part of which was discovered by Sir Francis Drake, in the year of our Lord 1579; and considering that the situation of China, both for the outfit of vessels for the fur trade, as well as for the disposal of cargoes, is such, as must shortly destroy all competition, and give us the exclusive possession of this valuable branch of trade, much to the advantage of our country: from these considerations we have fitted out and equipped two good and sufficient vessels, for the purpose of establishing this branch of trade, viz. the *Felice* and *Iphigenia*.

And you are hereby required and directed to proceed with both vessels, with the utmost dispatch, to the North West Coast of America. The most expeditious route, we conceive, will be to proceed through the China Seas to the Southward, between Mindoro and Pelawan, and to the Southward of Magindanao; touching, if necessary, at Sooloo; and passing round the Northern extremity of New Guinea, get as far to the Eastward as the winds will admit, or you may judge necessary; standing then to the Northward of the Tropick, to obtain variable winds to carry you to America. As this is a navigation of great extent and duration, it is necessary you should provide yourself with a sufficient

ſtock of water, as nothing ſo effectually checks the advance and progreſs of the Scurvy as a plentiful allowance of that article.

As the ſucceſs of the voyage, in a great meaſure, depends on your early arrival at Nootka; we deſire, that, if you find yourſelf detained by the bad ſailing of the Iphigenia, that you ſeparate from her, and proceed ſingly to America.

You will give inſtructions to Captain William Douglaſs to proceed, with the utmoſt expedition, to Cook's River, and remain there as long as he may judge expedient; and from thence to proceed to Prince William's Sound; and after remaining there until the trade ſlackens, to proceed to the Southward, to Croſs Sound (which is ſuppoſed to communicate with the bay to the Northward of Cape Edgcombe) and along the coaſt to the Southward, as far as Nootka; examining the ſeveral bays and iſlands, and making ſuch ſtay in each as may be deemed expedient; endeavouring to arrive in Nootka Sound by the 1ſt of September, 1788; where he will await your arrival till the 15th of October:—And in caſe of your not appearing in that time, you will direct him to proceed to China with ſuch a cargo as he may be able to procure; and to leave a letter with one of the chiefs, communicating only his arrival and departure.

The inhabitants of Nootka Sound being in expectation of arrivals, will, doubtleſs, provide a cargo of ſkins, which will become the prize of the firſt ſhip that arrives there. We, therefore, recommend to you, in the ſtrongeſt manner, to uſe the utmoſt diligence in arriving there. During your ſtay at that place,—which you will extend as long as you judge proper,—we recommend to you to diſpatch your long-boat, well armed, under the command of a prudent officer, to Wicananiſh, twelve or thirteen leagues to the Southward of Nootka, where, we underſtand, many fine ſkins may be procured. We recommend to you, afterwards, to proceed to Barclay's Sound, and accurately examine the coaſt to the Southward, as far as the Spaniſh Settlements. Should the proſpect of trade be encouraging, you will then return to the Northward, examining the different bays and harbours to the Northward of Nootka, particularly the coaſts of Queen Charlotte's Iſlands, as far as 55° North; or execute as much of this part of your Inſtructions as is conſiſtent with your arrival at Nootka by the 1ſt of September, 1788.

Should you, on your return to Nootka, find there the Iphigenia, you will, in ſuch caſe, diſpatch her to China with all the furs collected: and, as we propoſe returning her to you as early as poſſible after her arrival here, you will appoint with Captain Douglaſs a time and place of rendezvous, that you may receive the inſtructions and refreſhments we may ſend you next ſeaſon. We leave it to your diſcretion to winter upon the

the coaſt of America, or at the Sandwich Iſlands; though, conſidering the ſeverity of the climate, as well as the health of your people, and that little advantage in the way of trade is to be derived from the former, during the winter ſeaſon, we conceive it will be more eligible for you to winter at the Sandwich Iſlands, and return to the coaſt early in March; of which you will take care to inform the Indians at Nootka, that they may expect your return.

Although you are abundantly provided with copper, iron, and other articles of trade, we muſt recommend to you the ſtricteſt œconomy in the application of them; as it appears that the natives are ſuch intelligent traders, that, ſhould you be in the leaſt degree laviſh, or inattentive in forming bargains, they will ſo enhance the value of their furs, as not only to exhauſt your preſent ſtock, but alſo to injure, if not ruin, any future adventure.

As every perſon on board you is bound by the articles of agreement not to trade,—even for the moſt trifling articles,—we expect the fulleſt compliance with this condition; and we ſhall moſt aſſuredly avail ourſelves of the penalty a breach of it will incur. But as, notwithſtanding, the ſeamen may have laid in iron and other articles for trade—thinking to eſcape your notice and vigilance,—we direct, that, at a proper time, before you make the land of America, you ſearch the veſſel carefully, and take into your poſſeſſion every article that can ſerve for trade;—allowing the owner its full value.

As other furs bear no proportion, in value, to thoſe of the ſea-otter, theſe are to be, of courſe, the principal object of your trade.—Beavers and foxes, particularly the black ſkins, are of conſiderable value in China. Marten ſkins will not bring more than one dollar each.

We recommend to you alſo, as an object very deſerving of your attention, the procuring as much whale-oil and whale-bone as poſſible; for which you are provided with a ſufficient quantity of caſks.

Ginſeng and Snake-root are ſaid to be produced on the North Weſt Coaſt of America: you will collect as much of both theſe articles as poſſible; and you will bring with you ſamples of the different ochres and minerals which the natives uſe as paints.

Muſcle-pearls are ſaid to be in great abundance on the North Coaſt of America:—Coral is alſo an article on the coaſt. You will bring as much of both as poſſible.

Spars, of every denomination, are conſtantly in demand here:—Bring as many of thoſe as you can conveniently ſtow.

Hurſt or Nourſe-ſkins are to be procured in abundance:—Their value here is twenty Spaniſh dollars per hundred.

As it appears that the natives are ever on the watch to take advantage of weakneſs or negligence, it is neceſſary to be always on your guard, and to exert, at all times, the utmoſt vigilance and caution. At the ſame time, however, we recommend, in the ſtrongeſt terms, the utmoſt forbearance with them in every circumſtance where it may lower you in their opinion, or endanger your ſafety. Humanity and your own intereſt demand it.

You will endeavour to propagate at Nootka, and at the Sandwich Iſlands, the breed of your poultry of every kind: alſo of hogs, goats, and ſheep. On your arrival, you will land Comekela, who is a native of the Sound, giving him ſuch preſents as you may think proper.

On your return to the Sandwich Iſlands, you will land Tianna at Atooi, or any of the iſlands he may deſire. You will alſo give him ſuch preſents as you think uſeful or acceptable; and, if poſſible, you will reſerve ſome of your ſheep and goats as a preſent to this chief: as, by leaving them in his poſſeſſion, there is a better chance of their being taken care of, and increaſing; and thus rendering theſe iſlands the beſt place of refreſhment in the world.

We particularly direct, that you do not bring away any of the inhabitants of America, or the Sandwich Iſlands; as there is no certainty that there will be any opportunity of returning them to their own country.

Should you, in the courſe of your voyage, meet with any Ruſſian, Engliſh, or Spaniſh veſſels, you will treat them with civility and friendſhip; and allow them, if authorized, to examine your papers, which will ſhew the object of your voyage:—But you muſt, at the ſame time, guard againſt ſurprize. Should they attempt to ſeize you, or even carry you out of your way, you will prevent it by every means in your power, and repel force by force. You will, on your arrival in the firſt port, proteſt before a proper officer againſt ſuch illegal procedure; and aſcertain, as nearly as you can, the value of your veſſel and cargo; ſending ſuch proteſt, with a full account of the tranſaction, to us at China.

Should

Should you, in ſuch conflict, have the ſuperiority,—you will then take poſſeſſion of the veſſel that attacked you, as alſo her cargo; and bring both, with the officers and crew, to China, that they may be condemned as legal prizes, and their crews puniſhed as pirates.

Recommending to you unanimity with your officers, and the ſtricteſt diſcipline towards your ſhip's company, and wiſhing you a ſucceſsful voyage,

We remain, Sir,

Your obedient and humble ſervants,

(Signed), THE MERCHANT PROPRIETORS.

CHINA, *December* 24, 1787.

N° II.

ORDERS TO CAPTAIN DOUGLASS.

Extract of a Letter from Mr. MEARES, *to Capt.* WILLIAM DOUGLASS, *commanding the* IPHIGENIA.

SIR,

AS ſoon as I have made the ſignal for ſeparation, you will proceed to put the following Inſtructions into execution; and, at the ſame time, I beg leave to point out the neceſſity of your ſtrictly adhering to the time and place that I have appointed you to meet me; as on theſe, in a great meaſure, depend the ſucceſs of the voyage you are engaged in.

I have to acquaint you, that you will be allowed one per cent. on the cargoes of the Iphigenia and Felice, which will be paid after the ſale of the furs. I need not remark how advantageous this may turn out to you; nor are you to imagine that it is done as an incitement to the performance of your duty to your employers; for if they had an idea that any inducement was wanting, they would not have conferred on you the preſent command,

mand, nor have committed to your care the truſt they have done; but they were ſenſible, that when the Iphigenia was entruſted to you, and ſuch unlimited confidence repoſed in your honour, that nothing further was requiſite to impel you to promote their intereſt. This is only to remind you of the confidence repoſed in you, and to caution you to be on your guard, and to keep a good look out that your officers and crew punctually obey the articles they have ſigned; and that they are not permitted to trade or traffic with the natives for furs, or any other valuable article: and it is my particular deſire, that not even a curioſity be purchaſed on the coaſt of America, and as few as poſſible at the Sandwich Iſles:—ſuch an intercourſe only tending to gratify an idle and vain whim, at the expence of the infant commerce now about to be eſtabliſhed.

Should any illicit commerce be diſcovered to you, or by you, you will note the ſame in the log-book, mentioning the time and place of ſuch detection, the articles purchaſed, and the names of the perſons concerned; ſo that the offenders may be brought to juſtice. You will take the articles ſo purchaſed into your own poſſeſſion, to be depoſited amongſt the cargo: and if any perſon on board your ſhip ſhould have imprudently ſhipped any articles of commerce, you will ſeize the ſame for the benefit of your employers,—noting all the particular circumſtances in the log book.

You will keep a regiſter of all the furs you purchaſe, their quality, number, and prices given, in a book kept for that purpoſe; ſo that your employers may be a judge of your economy in the trade committed to your care. I need not point out the neceſſity there is of huſbanding it, and taking every precaution that your iron and blue-beads do not become a drug amongſt the nations you may chance to trade with.

Your furs, when claſſed, are to be packed in cheſts. Let them be ſmoaked and carefully put in, with heavy weights over them; ſo that when they are produced at market, they may bear ſuch an appearance as will enhance their value.

In your commerce with the Indians, I deſire you totally to reject the ſkins of the cub otters, as they are of no value; and their purchaſe only induces the natives to deal deſtruction amongſt them; when, at a future period, they would be more valuable.

Otters tails are valuable; you will, therefore, purchaſe all you can: but by no means encourage them to bring ſmall pieces of otter-ſkin, or old ſkins, they being of little value; and it likewiſe encourages the natives to be remiſs in hunting the more valuable otter.

The cutting of ſkins ſhould be diſcouraged; and by this means the trade would be much mended.

Black

Black fox-ſkins are very valuable; you will therefore purchaſe all you can get. The river-otters, and inferior furs, I leave entirely to your own judgment to purchaſe or not: but I beg leave to remark, that by directing the purſuits of the natives entirely to the ſea-otter, it may be the means of encreaſing their ſtock of that valuable fur.

The beaver, if black, will bring from ten to twelve dollars; the river-otter from four to five:—Marten ſkins, if black, are valuable; but thoſe that are brown, are in little eſtimation.

The ſmall hurſt-ſkins are valuable, and are an object of commerce, being worth from ten to fifteen dollars per hundred.

As there are conſiderable quantities of ginſeng to the northward, I recommend your procuring as much as poſſible; giving the natives to underſtand that their women and children ſhould be employed: and if you were to buy it only from them, it may be the means of turning their induſtry to valuable account.

During the time you remain in port, your carpenters may be employed in cutting down ſpars, and ſawing plank; particularly boat's knees and timbers,—all which bear a good price in China.

The procuring oil is an object worthy your attention:—It is worth, in China, forty-five pounds ſterling per ton; and whale-bone, likewiſe, is very valuable.

You will preſerve ſamples of all minerals. And I beg you to be particular in your enquiries from what parts the natives of the North procure their copper.

When you return to China, as you will touch at the Sandwich Iſlands, I recommend to you to fill all your caſks with ſalt pork; which will ſell well at China, or ſerve for ſea ſtore for the next equipment of veſſels in your employers' ſervice for the coaſt of America.

In ſhort, I recommend to your particular attention and ſtudy to lade on board your veſſel all ſuch articles as you may judge will turn to account in China.

Should you have any favourable opportunity, I recommend your ſalting fiſh, viz. cod and herring, of which there are ſuch abundance to the Northward. In all theſe particulars, you will be regulated by time: I have pointed out the reſpective value of thoſe articles;—your own prudence will do the reſt. As you have a crew ſufficient for every purpoſe,

poſe, and their wages are high, ſo, in my opinion, their exertions for the benefit of their employers ſhould be proportionably ſtrenuous.

From experience we know, that moſt excellent rope may be made at the Sandwich Iſles. You will prohibit all fiſhing-lines being purchaſed by individuals, and let them be bought on account of the ſhip, made into cordage, and the overplus carefully put by, that it may be returned into ſtore.

Induſtry and activity are the forerunners of good order and diſcipline. By keeping your people thus employed, I truſt you will be enabled to render a good and profitable account to your employers.

You will take care to have a fair log-book kept for the concern. It is to contain every minute tranſaction of your voyage, from day to day. You will therefore mention therein all purchaſes you make of articles of commerce. You will alſo note down the good or bad behaviour of your officers and crew; and thus afford to their employers a medium to diſtinguiſh merit from worthleſſneſs. This log-book is to be ſigned by yourſelf.

On your return to China you will ſeal up your log-book, charts, plans, &c. &c. and forward them to Daniel Beale, Eſq. Canton, who is the oſtenſible Agent for the concern: and you have the moſt particular injunctions, not to communicate, or give copies of any charts or plans that you may make; as your employers aſſert a right to all of them,—and, as ſuch, will claim them.

Should you, in the courſe of your voyage, meet with the veſſels of any other nation, you will have as little communication with them as poſſible. If they be of ſuperior force, and deſire to ſee your papers, you will ſhew them. You will, however, be on your guard againſt ſurprize. Should they be either Ruſſian, Engliſh, Spaniſh, or any other civilized nation, and are authoriſed to examine your papers, you will permit them, and treat them with civility and friendſhip; but, at the ſame time, you muſt be on your guard. Should they attempt to ſeize you, or even carry you out of your way, you will prevent it by every means in your power, and repel force by force.

When I make the ſignal to ſeparate, or in caſe we ſhould loſe company, you will purſue, without loſs of time, your way to the North Weſt coaſt of America, either to Cook's River, or Prince William's Sound, whichever place, in your judgment, ſhould be firſt touched at. The moſt expeditious route, I ſhould imagine, will be, to proceed to the Southward of the iſland of Magindanao, between Mindoro and Pelawan; touching, if ne-

ceſſary, at Sooloo, and paſſing round the Northern extremity of New Guinea, get as far to the Eaſtward as the winds will permit, or you may judge neceſſary; ſtanding then to the Northward of the Tropick, to obtain variable winds to carry you to America. And as this is a navigation of great extent and duration, I recommend the moſt particular care of your water, and that your crew have a plentiful allowance of it.

You will remain as long in Cook's River and Prince William's Sound as you think eligible. I think it will be more adviſable to ſeek new places, than to wait the daily, but precarious ſupplies, that may be brought you.

As I mean to proceed direct for Nootka Sound, and from thence purſue my courſe to the Southward; you will, therefore, knowing this determination, make your diſpoſitions accordingly; exploring every place between Cook's River and Nootka, particularly Croſs Sound, (which is ſuppoſed to communicate with the bay to the Northward of Cape Edgcombe) and all along the coaſt to the Southward; examining the ſeveral bays and iſlands, and making ſuch ſtay in each as may be deemed expedient; endeavouring to arrive at Nootka by the firſt day of September, 1788, where you will await my arrival in Friendly Cove,—a plan of which I encloſe you. You will wait for me till the firſt day of November; when, on ſeeing nothing of me, on that day you will make the beſt of your way to the Sandwich Iſlands, and anchor in Wymeo Bay, in the iſland of Atooi; remaining there twelve days; when, if I do not arrive during that interval, you will proceed to China, and follow the directions I have given you;—leaving a letter with Taheo, or Abinui, communicating only your arrival and departure. But as nothing but ſome accident ſhall prevent my arrival in Nootka by the time appointed, you may faithfully expect to ſee me there, to ſettle our future operations.

As one of the veſſels is to remain, and the other return to China, you will ſee the neceſſity of thus meeting, in order that one veſſel may put her cargo on board of that which returns.

In your examining the Northern coaſt, you will recollect Queen Charlotte's Iſlands, in 55° North latitude. In executing this, you will do it as far as is conſiſtent with your arrival at Nootka by the firſt of September.

I have mentioned before, that every one is bound by the articles of agreement, not to trade for the moſt trifling article. The fulleſt compliance with this condition is expected by your employers, who will undoubtedly avail themſelves of the penalty a breach of

it will incur. But as, notwithſtanding, the ſeamen may have laid in iron and other articles for trade,—thinking to eſcape your notice and vigilance,—I direct, that, at a proper time, before you make the coaſt of America, you ſearch the veſſel carefully, and take into your poſſeſſion every article that can ſerve for trade,—allowing the owner the full value for it.

In addition to the other articles of commerce mentioned, you will bring a ſample of the different ochres the natives uſe as paint.

Muſcle-pearl is in great abundance to the Northward, and coral; you will procure as much of theſe articles as you can.

As it appears that the natives are ever on the watch to take advantage of weakneſs or negligence, it is neceſſary always to be on your guard, and exert, at all times, the utmoſt vigilance and caution. At the ſame time I recommend the utmoſt forbearance, where it may not lower you in their opinion, and endanger your own ſafety. Humanity and your own intereſt demand it.

You will be particularly careful to preſerve a breed of the various animals put on board you for the Sandwich Iſlands.

On no account are you to bring away any of the natives of America or the Sandwich Iſlands, or any other iſlands you may diſcover; except your reaſons are ſo cogent and ſtrong, as will enſure you the countenance of your employers.

The introduction of woollens is of the utmoſt conſequence, could it be done amongſt the people of America:—at all times uſe your endeavours to barter with them for ſuch as you have on board. The great advantages that would accrue to your country, as well as credit to yourſelf, will make you attentive to this point.

As there is a quantity of ſpruce on board your ſhip, you will, when you ſee occaſion, make it into beer, and ſerve it out to your crew; which will be a conſiderable ſaving of your ſpirits;—as thoſe two articles will not be allowed your ſhip's company together.

Permit me to add,—that as you will be intitled to whatever praiſe may be due to your conduct, ſo you will alſo bear any blame which may ariſe from want of attention to your employers' intereſt. And you will promiſe, in my name, that thoſe who diſtinguiſh themſelves by good order, ſobriety, and exertion, as well as by obedience to your commands,

ſhall

ſhall meet with an adequate reward, either by promotion in their preſent employ, or by protection and recommendation, ſhould they leave it.

Recommending unanimity with your officers, and the ſtricteſt diſcipline towards your ſhip's company,—

I remain, Sir,

Your moſt obedient ſervant,

JOHN MEARES.

FELICE, *at Sea, February* 2, 1788.

No III.

INSTRUCTIONS *to explore the* STRAITS OF JOHN DE FUCA.

To MR. ROBERT DUFFIN, *Firſt Officer of the* FELICE.

SIR,

YOU will proceed with the long-boat to the Southward of this port, in order to trade with the natives for furs; for which purpoſe I have put under your charge ſufficient articles of commerce. You are now ſo well acquainted with the nature of a trip of this kind, that it would be needleſs to give you any inſtructions for the conduct you are to purſue.

Truſting intirely to your diſcretion, I have conſiderable hopes that you will prove ſucceſsful, as you viſit the numerous villages ſeated along the ſhore leading to the Straits of John De Fuca. You will enter this ſtrait as far as you find any inhabitants, or proſpect of furs; and as we had an hint of a diſtant nation reſiding up this ſea, the exploring of it, ſo as not to retard materially your courſe to the Southward, may be of conſequence; particularly if you ſhould be fortunate enough to find a harbour.

APPENDIX.

When you leave this ſtrait, you will touch at Tatootche's Iſland, and at the villages ſeated along the ſhores to the Southward.—I think it will be adviſable to avoid Queenhithe.

If the winds and weather ſhould be tolerable, ſo as to permit you to purſue your courſe to the bay which we named Shoal-water Bay, it will be a particular ſatisfaction, if only to aſcertain the exiſtence of another nation, diſtinct from that of Nootka; much more ſo if that bay, or places adjoining, are capable of receiving ſhipping.

As it is impoſſible to provide againſt contingent circumſtances, I therefore leave every other matter to your own prudence.

I recommend to you, particularly, to be conſtantly on your guard; to keep your arms dry and in good order, and at nights to avoid anchoring in the vicinity of any large village or populous place:—and, I intreat you, above all things, to avoid any warfare with the natives; but ſo let that humanity, good faith, and ſteady line of conduct which has hitherto guided our actions, be the leading principles of your mind in all your proceedings. Your own goodneſs of heart will not, I truſt, permit you to ſanction any depredations on the defenceleſs ſavage nations with whom you may have intercourſe, by any perſon under your orders.

You will take poſſeſſion of this ſtrait, and the lands adjoining, in the name of the King and Crown of Britain; and inſtill into the minds of the inhabitants that you will return ſhortly to fulfill any treaties of commerce or amity that you may make with them, and for which you have my authority.

I beg that you will keep a memorandum of your proceedings, take ſketches of the land, and make other proper remarks.

I propoſe waiting in this port until your return. Should any unforeſeen accident, however, oblige me to leave it, you will proceed to Nootka, and join me there.

Wiſhing you ſucceſs,

I remain, Sir,

Your moſt obedient Servant,

J. MEARES.

FELICE, *Port Effingham, July 13th*, 1788.

No IV.

APPENDIX.

No IV.

COPY OF MR. DUFFIN'S JOURNAL.

ON the 13th of July, 1788, left the ſhip, with the long-boat, manned and armed, bound to the Southward, to trade for furs and explore the coaſt. At eight A. M. came to, in a ſandy bay, at a ſmall diſtance from the ſhip, to put the boat to rights. At 11 A. M. left this bay, after having got ſome victuals cooked. This day, or log, contains 12 hours, and ends at noon.

14*th*.—Wind from the South Eaſt with conſtant rains. At five o'clock came to in a ſandy bay oppoſite to the village of Attah. Came along-ſide, a number of canoes; but no appearance of any furs:—Bought from them ſome hurſt-ſkins and a few fiſh, for beads. Theſe people behaved very civilly, not offering to commit any depredations: fired a muſketoon at ſun-ſet, as a ſignal for the natives not to approach the boat in the night.—A. M. the wind Weſterly, and cloudy weather: at five o'clock weighed, and run to the village, and lay on our oars till 8 o'clock. Not ſeeing a ſingle ſkin, thought it adviſable to proceed to the Sound, having a favourable wind. Steered Eaſt and Eaſt North Eaſt along the coaſt, at the diſtance of a quarter of a mile. This coaſt, in general, to a village called Nittee Natt, affords a very pleaſant proſpect:—is moſtly a ſandy beach, but no ſoundings with 20 fathoms, within a quarter of a mile of the ſhore. There are alſo a number of water-falls, and the ſurf breaks very high all along the coaſt, which lies Eaſt and Weſt, per compaſs. At noon a pleaſant breeze and cloudy weather. The point which forms the entrance of John De Fuca's ſea, which I call Point Entrance, Eaſt by South; Tatootche's Iſland South Eaſt by Eaſt, off the former four leagues, and from the latter ten leagues—latitude obſerved 48° 38′ North.

15*th*—Pleaſant breezes from the Weſtward, and clear weather. At half paſt one P. M. run into a ſmall ſandy bay, ſeeing two or three houſes there, and came to; upon which all the natives quitted the place, they being only fiſhermen, taking their fiſh with them. Seeing no probability of getting any furs here, I weighed and ran out again, and came to off the village of Nittee Natt, a quarter of a mile from the ſhore; attempted to enter a rivulet there, but found too great a ſurf on the bar to approach, ſo ran out and came to anchor in 10 fathoms, ſand; Point Entrance bearing South by Eaſt—the village now off half a mile: came along-ſide the chief, named Kiſſan; latitude at noon 48° 34′ North.

16*th*.—

16*th*—Pleaſant weather, wind Northerly, at ſix P. M. weighed, having purchaſed ſeveral ſkins, ran into a ſandy bay, or rather cove, where there was a village, two canoes in company decoying us in, when, immediately on our approaching the ſhore, the natives aſſembled on the beach with ſpears, bludgeons, bows and arrows, &c. making at the ſame time a diſmal howling, uſing threatening poſtures, which I thought was to prevent us from landing, but I was miſtaken, for I had a ſhower of arrows thrown round the boat, from a rock at a ſmall diſtance from us, but luckily none hurt us; ſeveral fell on the boat's awning, but did not penetrate through, upon which I found myſelf under the neceſſity of firing at them, but was at too great a diſtance to do execution. They then began to launch ſeveral large canoes, with a number of ſpears, &c. on which, I diſcharged a muſketoon at one of them, but, I believe, did not wound any one. However, they immediately left her, and ran howling into the woods; I then ſaw a man come running down to the beach with a half-pike, which they had found means to take out of the boat, unknown to us; I then perceived that was the reaſon of their committing hoſtilities, being deſirous of retaining what they had ſtolen. Upon my receiving the half-pike hoſtilities ceaſed. I hope there are none of them killed, though, at the ſame time, they very richly deſerved it. Weighed and run out, ſeeing no likelihood of getting any furs. Steered Eaſt along the coaſt, and paſſed Point Entrance at the diſtance of half a mile. At half paſt ſeven o'clock, ſeveral rocks lying off, and the ſurf beating very high, at ten P. M. came to in eleven fathoms; coral rocks. Calm all the night; the water very ſmooth. At day-light we found ourſelves a-breaſt a ſmall village: ſeveral canoes came off, but no appearance of any furs. The people ſaid they were all ſubject to Wicananiſh;—behaved very civilly:—bought from them ſome fiſh. At ſeven o'clock weighed, and rowed to the Eaſt up the ſtraits, it being calm. At nine o'clock, ſprung up a light breeze from the Southward. This coaſt lies due Eaſt and Weſt, per compaſs.—Coaſted along ſhore at the diſtance of half a mile: ſoundings eleven fathoms; ſeveral places no ground at twenty fathoms.—This coaſt is entirely a bed of rocks. At half paſt eleven A. M. ſaw the entrance of a deep bay; entered ditto at noon, it promiſing very fair for a harbour.—Latitude obſerved, 48° 27′ North.

17*th*.—At two P. M. came to in a ſmall cove in three and three quarters fathoms, cloſe to the rocks. Regular ſoundings along the bay, from fifteen to four fathoms, half a mile from the ſhore. This is an excellent harbour for veſſels of about 100 or 150 tons; but not water enough over the bar for a larger one, there being only two fathoms at high water, and the tide flows eighteen feet. The bay is a very ſafe place for a ſhip to ride in the ſummer months:—no wind can hurt her except at South Eaſt, and then the bay being very deep, there cannot be much ſea. It is alſo good holding ground, being a muddy and ſandy bottom. The people here all claim Tatootche for their chief. They appeared, to us, to be a bold, daring ſet of fellows; but not being near any of their villages,

I was under no apprehenſions. At ſeven A. M. came along-ſide the boat ſeveral canoes, with a great number of men in each. Several of the people attempted to come into the boat; I, at the ſame time, deſiring them to keep out, not permitting any of them to come in; neither did any of the people in the boat ſay, or offer to do any thing to them. One of the canoes put off a little from the boat; when one of the ſavages in her took up a ſpear pointed with muſcle-ſhell, and fixed it to a ſtaff with a cord made faſt to it, at the ſame time putting himſelf in a poſture of throwing it, and ſignifying, by his geſtures, that he would kill me: I, at that time, took no notice of him, not thinking him ſerious. Upon inſpecting, however, their canoes, I found them all armed with ſpears, bludgeons, and bows and arrows; I alſo perceived a number of armed people amongſt the trees on ſhore, oppoſite the boat: I then found they meant to take the boat; upon which, I ordered the people to get their arms ready, and be on their guard, and narrowly to watch the motions of the man with the ſpear, and if he attempted to heave it, to ſhoot him. The words were ſcarce uttered, when I ſaw the ſpear juſt coming out of his hand at Robert Davidſon, quarter-maſter and cockſwain; on which I ordered them to fire,—which one perſon did, and killed the man with the ſpear on the ſpot, the ball going through his head. The reſt of the people jumped overboard, and all the other canoes paddled away. We inſtantly had a ſhower of arrows poured on us from the ſhore; upon which a conſtant fire was kept on them, but with no effect, they ſheltering themſelves behind large trees. I was wounded in the head with an arrow immediately as the man fell. We weighed anchor, and pulled out with two oars, keeping the reſt of the people at the arms. We found the ſhore on both ſides lined with people, armed with ſpears, ſtones, &c. ſo that it appeared plainly their intent was to take the boat. A great quantity of arrows and ſtones came into the boat, but fortunately none were wounded mortally. Peter Salatraſs, an Italian, had an arrow ſticking in his leg all the time till we got clear of them, not being able to pull it out without laying open the leg, the arrow being bearded, and with two prongs; I was obliged to cut his leg open to get it out, as it had penetrated three inches. The Chinaman was alſo wounded in the ſide, and another ſeaman received an arrow near his heart. As ſoon as we got clear of them, we made ſail, and turned out of the bay.—Soundings as regular as coming in:—the wind Weſterly. Stood over to the other ſhore, meaning immediately to return to the ſhip, as I found the natives intirely bent on miſchief, and that we could not proceed along the coaſt with ſafety and without endangering our lives:—I alſo found my head very ſore, the arrow having penetrated into my ſkull, and would certainly have killed me, had it not been for my hat, which broke its force. At noon, pleaſant breezes and clear weather; Tatootche's Iſland South Weſt. This place obtained the name of Port Hawkeſbury, and the other bay I called Hoſtility Bay.

18*th*.—Pleaſant weather; wind South South Weſt. At four P. M. tacked off the South ſhore, four miles, and ſtood over to the North ſhore of the Straits. At ſeven o'clock tacked again off ſhore, half a mile: at ſun-ſet the entrance of Port Hawkeſbury North by Eaſt, Tatootche's Iſland South; Point Entrance Weſt South Weſt, off the latter eight leagues, and from the former three leagues. Steered during the night North Weſt by Weſt, and Weſt North Weſt, with a pleaſant breeze and foggy weather, and returned to the ſhip.

(Copy) ROBERT DUFFIN.

No V.

Mr. MEARES's INSTRUCTIONS *to* Capt. DOUGLASS, *on leaving the* AMERICAN COAST.

To Capt. William Douglass, *commanding the* Iphigenia.

SIR,

AS I mean to proceed, immediately on the launch of the North-Weſt America, to the Sandwich Iſlands, and from thence to China,—the whole charge of the Iphigenia and North-Weſt America, will conſequently devolve on you.

Though I entertain the higheſt opinion of your capacity to conduct ſo weighty a charge, yet, nevertheleſs, I think it neceſſary to point out the route you are to purſue after I ſeparate from you. I have no doubt of your ability to put into execution any meaſure or plan for the benefit of your employers: and as you have already given a convincing proof of this in your late voyage, ſo in the active ſcene that I am about to lay before you, I have no doubt but that your diligence and caution will be redoubled, to bring your future voyage to a happy concluſion. I take the liberty of mentioning this, as it will require your utmoſt attention, your utmoſt application and perſeverance, to put into execution ſuch plans as I ſhall lay down for the benefit of your employers. As I place before you an extenſive field to employ your abilities in, I am well aſſured that you will take advantage of this circumſtance, and ſhew the world, that in my opinion of you, I have not been miſtaken.

APPENDIX.

In order to put every means in your power that I can to enſure ſucceſs, I have ſupplied you with every ſpecies of ſtores on board the Felice:—Yet, nevertheleſs, from the ſcantineſs of the ſupply,—though all I am enabled to give you,—you will have difficulties to conquer, which I foreſee will require all your vigilance to provide againſt. The material ſupplies which I have given you of flower and bread, will, I flatter myſelf, be of eſſential conſequences, when added to thoſe that you will receive at the Sandwich Iſlands. You will there ſalt down your pork; in performing which, I recommend to you to be particularly careful, following the method which Captain Cook directs; as by not obſerving this, Captain Colnett, of the Prince of Wales, loſt the greateſt part of his proviſions before he reached the latitude of 30° North, on his proceeding to the coaſt of America. For this purpoſe I have given you every caſk in my ſhip, except the ground tier. The next object of your attention will be vegetables, particularly the yam; of thoſe you will obtain ſuch a quantity, as I truſt will prove a great refreſhment, even on the American Coaſt. During the time you are at the Sandwich Iſlands, I recommend your ſerving no bread; as the abundance and variety of vegetables will render it needleſs; and ſuch a ſaving, in your preſent ſtate, will tend materially to the ſucceſs of your voyage. I recommend the ſame precaution in reſpect to your flower.

As your ſtock of liquors is entirely exhauſted, and having none to ſupply you with, in lieu thereof I have ſent you all the eſſence of ſpruce in my poſſeſſion, as alſo melaſſes, in order to make beer. You will uſe this ſupply at your pleaſure; and as there will not be melaſſes ſufficient, I recommend to you trying at the iſlands the experiment of boiling down ſugar-cane; of which, Captain Cook made a pleaſant and agreeable beer for his crew: but if you can effect making a ſyrup, it muſt be particularly grateful to your people with tea, as I have no ſugar to ſupply you with, and your own is entirely gone. You will try the poſſibility of diſtilling rum; for which purpoſe I ſend you a ſtill and copper. If theſe points are happily effected, you will find yourſelf poſſeſſed of the reſources to put into execution the plan that I place before you. At all events, I have the ſtrongeſt reliance on your being able to conquer every difficulty.

From the information which I have received from the Princeſs Royal, I think it neceſſary to warn you of the dangers attending your ſtay at thoſe iſlands; where a crew, immerſed in pleaſure, may become but too eaſy a prey to ſo daring and reſolute a ſet of people.—Your judgment will point out to you to draw your principal reſources of proviſions from Owyhee, the windward iſle. The danger of anchoring here, from the multitude of people, is but too evident. With the bay of Mowee you are acquainted:—Here I would recommend you to anchor, if a ſpot free from coral rocks can be found. For though Titerree is ſovereign of Mowee, Morotoi, and the adjacent iſles, yet the factions ſubſiſting between the leſſer chiefs, will, in all probability, prevent their combining to

commit hoſtilities on you. The diſtance alſo you lie from the ſhore of this iſland, will, in ſome meaſure, tend to your ſecurity; and amongſt the whole group of thoſe iſlands, I know no place ſo eligible, provided good anchoring-ground can be found. When the trade-wind blows, it comes down in refreſhing breezes from the ſummits of the mountains, and meliorates the ſcorching heat of the ſun,—every where ſo pernicious. If the trade-wind ceaſes, and the North-Weſt winds blow, you have ſeveral large and capacious channels to put to ſea through, and the danger of a lee-ſhore is removed:—and permit me to obſerve, that this is the only ſtation you can occupy amongſt theſe iſlands, where this danger is to be avoided; and it is a danger of ſuch magnitude, that I muſt entreat you, the moment you ſee it blacken in the North-Weſt, to put inſtantly to ſea, as the only means of ſafety.

The ſavage fierceneſs of the people of Wahoo, will, I ſhould ſuppoſe, render your ſtay at that iſland very ſhort. The populouſneſs of Atooi may deter you from making any long ſtay in Wymeo Bay:—You will therefore finally cloſe your route at Onehow, where I truſt you will guard carefully againſt the art and cunning of Taheo and Abinui, for I think them dreadful, mercenary, artful villains. As they attempted to poiſon the crews of the Prince of Wales and Princeſs Royal, you will guard againſt ſuch a diabolical deſign, by inſpecting the cocoa-nuts, yams, water, &c. making the ſeller taſte each. From Tianna we have a full knowledge of the extreme ſubtilty of a poiſon in their poſſeſſion, which operates inſtantaneouſly on the vital powers. Should you diſcover ſuch an attempt, I recommend to you to ſeize thoſe concerned; and as a tranſaction of this nature cannot take place without the knowledge of Taheo and Abinui, ſuch wickedneſs ought to be made an example of. The commerce that the natives of Atooi have had with Europeans, has operated ſo much on their natures, that too much caution or vigilance cannot be exerted.

On no account ſuffer more than one or two on your decks at a time. Keep people conſtantly in your tops, with arms ready, your guns loaded and primed; and never permit the natives to ſwim about the ſhip; or, moſt aſſuredly, you will have your cables cut.

I truſt that you will procure a good ſupply of cordage; and I ſhould imagine that the mats, cloth, &c. might be held in as much requeſt on the Northern ſtation of America, as they are on the Southern;—you will therefore purchaſe as many as you think proper for the American market.

I have great hopes that Tianna will be of conſiderable ſervice to you.—To this chief I recommend you to be particularly attentive. The placing him agreeable to his wiſhes, either

either on Owyhee, with his relation Tome Tomy Haw, the ſovereign of that iſland and Atooi, or with his brother Nawmity Haw and family, on the latter iſland, is a point that I feel myſelf extremely intereſted in. Whatever Tianna's ambition may be on ſeeing himſelf ſo powerfully ſupported, yet we muſt not loſe ſight of prudence in ſettling our friend; and we ſhall prove his trueſt and moſt faithful one's, in placing him exactly in the ſtation we took him from. We muſt therefore not let his ambition ſtimulate us on the one hand, nor our own deſires on the other, to raiſe our friend to a ſtation ever envied amongſt mankind. Through the generoſity of Mr. Cox, he returns unboundedly rich to the circle of his friends. Though greatly deſerving in himſelf, yet the line of prudence muſt not be paſſed; and the example of Omai ſhews us the danger attending the ſmiles of fortune, even amongſt ſavage tribes. Independent of any other conſideration, a fruitleſs conteſt might be entered into, which might eventually, be extremely detrimental. You will therefore diſmiſs him with ſuch preſents, in addition to what he has, as you may think proper to confer on him; and as you know his language ſo well, I entreat you to meet his ideas of happineſs as far as prudence permits, or circumſtances put it in your power.

The iſland of Onehow furniſhes the pearl-oyſter. You will endeavour to make Tianna ſenſible of the treaſures they contain, and the importance of them to us; and I have hopes, that during your ſtay you will fully aſcertain this point.

If you think proper to ſeek the new diſcovered iſland, ſaid to lie to the North Weſt of Atooi, you will in this, as in every other point, be guided by your judgment.

As ſoon as the America is launched, I ſhall proceed on my voyage to China, when you will take on you the direction of future operations. As you have now ſo ſcanty a ſupply of ſalt proviſions on board, and the obtaining fiſh being very precarious, I recommend to you to make the beſt of your way to the Sandwich Iſlands, as ſoon as the America is ready for ſea:—but in this you will be directed by your judgment, and the ſupplies of fiſh. Should you procure enough of this article to permit you to remain on the coaſt till the end of October,—to employ this time to advantage, I recommend to you to ſteer to the latitude 46° North, and trace as much of the coaſt between 46° and 40° as you can; as this month is eſteemed tolerably good. You may fortunately, by exploring this part of the coaſt, light on ſome new tribes, which I have the ſtrongeſt reaſon to imagine inhabit theſe parts. I have a knowledge that the Spaniards obtained a prodigious number of otter-ſkins, which were brought to Manilla in the Galleons, and from thence to China, where I ſaw them. I am morally certain that they were not procured to the Northward of 46°, as no where did I meet with an atom of the manufactures of Spain, either iron or copper. This portion of America is now all that remains to be known to us; and ſo fortunate a

moment may be ſeized to acquire a competent knowledge of this part of the coaſt, as will either determine us in future to give up this Southern portion of the continent, as unproductive of mercantile advantages, or ſeek the ſea-otter in theſe parts. It becomes a queſtion, where did the Spaniards procure theſe ſkins? And this point I hope you will be able to clear up, ſo as, next year, to enable us to take advantage of any diſcovery you may make. I ever meant, at ſome future period, to trace this part of the coaſt. The neceſſity, however, of my immediately proceeding to China, will prevent any expedition of this kind on my part; and your having the North Weſt America to aſſiſt you, will, I truſt, enable you to perform it effectually, ſhould you determine to ſpend the month of October on the coaſt:—But I leave this point to be determined by your own judgment and concurrent circumſtances.

The knowledge we have now obtained of the coaſt of America, and of the periodical winds and ſeaſons, gives us an advantage over all competitors. The years 1790 and 1791 bid fair to be the moſt productive that we may ever meet with. Having theſe flattering proſpects before us, our exertions muſt be redoubled, effectually to ſweep the coaſt before any veſſel can arrive from England. In order to accompliſh this, you will leave the Sandwich Iſlands as early as poſſible in the year 1789; and, at the ſame time, for fear of accidents, or ſeparation, give your orders to Mr. Funter, that he may proceed, and put his part of the plan of operations into execution.

The Northern diſtrict of the continent, I leave to you and the America; the Southern ſtation I ſhall occupy myſelf, from China; and I am not without hopes, that by the firſt of May, 1789, I ſhall reach the coaſt. I then ſhall proceed as circumſtances ariſe:—but let me range which way I will to the Southward, I ſhall not attempt to go to the Northward of Nootka. On your part, I have no doubt of your arrival on the coaſt of America ſome time about the firſt of April, 1789. By this time the monſoon will be ſet in, which, experience has taught us, blows cloſe home to the American ſhore. Therefore, to embrace the advantages which the monſoon offers, inſtead of going immediately to Prince William's Sound, as others have done, I recommend you to make the coaſt to the Southward: and as you have the credit of diſcovering the Great Iſland, the North-weſt ſide of which, comprehending nearly four degrees of latitude, is entirely undiſcovered; I therefore recommend your making Cape Saint James, the Southern extremity of the Great Iſland, as the firſt point on the continent of America.

Should you find yourſelf retarded by the North Weſt America's being a bad ſailer, you will proceed ſingly to the coaſt, leaving her to follow at leiſure, to put into execution your inſtructions; but this being a very unlikely circumſtance, as you will probably find

her

her a prime ſailer,—in that caſe, you will proceed in company to the Coaſt, until you make Cape Saint James; when ſhe will immediately ſeparate from you.

As you ſteer along the North-weſt ſide of the Great Iſland, you will explore it minutely, to the height of 54° North; where reſides a chief, whoſe diſtrict is large, and where Captain Dixon procured, in a few hours, two hundred cloaks, or ſix hundred ſkins. Between this Chief's reſidence and Cape Saint James, is a track of coaſt unexplored; and we may not, perhaps, vainly flatter ourſelves, if we ſuppoſe, that in ſuch an extent of country there reſide many chiefs and numerous inhabitants. The monſoon will gradually blow you along this coaſt; and as you will have time and the ſeaſon before you, you will explore it thoroughly. Having performed this point, from which great advantages may be expected, you will, of courſe, proceed to Otter Sound, and the bay to which you have been pleaſed to give my name. From hence you will proceed gradually to Prince William's Sound, viſiting the various places on the coaſt where you have already been, and with which you are now ſo well acquainted, particularly Croſs Sound, which appears to be of ſuperior importance. In purſuing this track, I recommend your arriving there by the twentieth of May; where I think you ought to remain till the firſt of June, in order to draw, if poſſible, ſomething from Cook's River; to which place I would by no means have you go, as it is now totally in the poſſeſſion of the Ruſſians: proceeding there would only be a waſte of valuable time. On the firſt of June, therefore, you will leave the Sound, and again proceed to the Southward, retracing your old ſtations, (collecting the furs as they are procured), until you arrive at the place you have appointed to meet the America. That period, I beg may not be later than the firſt of Auguſt, 1789.

As there is ſufficient ſcope to employ the N. W. America between the latitudes of 50° and 45° 30′ North, ſo in this ſtation muſt ſhe be occupied. Therefore let your orders to Mr. Funter be clear and explicit. When you ſeparate at Cape Saint James, he will proceed into the Great Channel, and ſteer up the North-eaſt ſide of the Great Iſland, as high as 54° 30′ North; and be employed alternately between the iſland and the main-land of America; a plan of which is now in your poſſeſſion, as well as information of the various chiefs, and their places of reſidence:—the paper of intelligence reſpecting this, which I fortunately procured, accompanies theſe inſtructions; a copy of which you will give Mr. Funter, with a ſtrict charge not to proceed to the North Weſt ſide of the Great Iſland, except in your progreſs you ſee occaſion to direct him. The N. W. America is ſo admirably adapted for this ſtation, that we cannot but congratulate ourſelves on building ſuch a veſſel. When the winds blow hard from the Great Iſland, ſhe has but to ſeek ſhelter on the American ſhore, amongſt the many bays and harbours that are there, where reſide numerous inhabitants. When he is driven from this ſtation by ſtrong winds, the Eaſtern ſhores of the Great Iſland afford a certain aſylum,—particularly the harbour of Port

Royal.

Royal. Thus will ſhe be employed until the period that you appoint for the rendezvous arrives; which, I truſt, will be about the beginning of Auguſt. By this time ſhe will have traverſed repeatedly the head of the Great Iſland,—the North-eaſtern ſhore of the ſame,—and all the main continent from 50° 30′ North, to 54° 30′ North. Thus every inch of ground between Prince William's Sound and Nootka will be occupied and repeatedly traverſed, except the North Weſt ſide of the Great Iſland; and as here again you may expect a further ſupply ſince you left it, I leave it entirely to your option and diſcretion to permit the N. W. America to run down this ſtation, on her way to join me at Nootka.

When you meet at the time appointed, you will write me fully of your proceedings; and you will proceed with the Iphigenia, with all diſpatch, to Mednoi, or Copper Iſland; where I truſt you will arrive by the tenth of September, or at leaſt before the North-weſters ſet in.

In performing this part of your inſtructions, I leave you to act at diſcretion, and as circumſtances ariſe. You may meet with, or hear of other ſhips being on your ſtation, with whom you will have to contend; or other material circumſtances, which may make a deviation from theſe orders neceſſary. I therefore here leave you entirely free; as I muſt repeat, I do alſo in every other reſpect. I have pointed out the object of Copper Iſland; and no ſeaſon appears ſo favourable to put a viſit to it in execution as the month of Auguſt; by which period, I truſt, both you and the N. W. America will have ſwept the Northern ſtation effectually; at leaſt, what remains to be done, you will order Mr. Funter to perform previous to his joining me at Nootka; at which place I ſhall await his arrival until the 20th day of November, 1789; when ſeeing nothing of him, on that day I ſhall proceed to the Sandwich Iſlands, and wait your and his arrival in Wymeo Bay, on the iſland of Atooi; or at the anchoring-ground, the iſland of Onchow, until the firſt day of January, 1790; when, neither you nor the N. W. America arriving, I ſhall conclude that ſome fatal accident has happened, and make the beſt of my way to China. This period leaves ſufficient time for the completion of all operations; yet I hope that the Iphigenia and N. W. America will reach the iſlands by the firſt of December, 1789.

I here leave diſcretional powers with you; fearful of circumſtances ariſing which no human foreſight can guard againſt. You will perceive how much I rely on your judgment and abilities.

Favourable winds may permit you to reach Copper Iſland by the 1ſt of September; when you will explore the iſland, and endeavour to find a place of ſhelter againſt the approaching equinoctial,—ever to be dreaded in high Northern latitudes. If the copper-ore is in

huge maſſes, you muſt blow them up with powder, and lade on board as much as you can, with ſafety to your ſhip; and alſo of ſandel-wood, or of any other ſweet-ſcented wood that you may find. Having performed this, you will embrace the Northerly winds, which by this time will be ſet in, and proceed direct to join me at the Sandwich Iſles, as before inſtructed;—when the future operations will be adjuſted for the returning ſhip to proceed to China.

Wiſhing you health and ſucceſs,

I remain, dear Sir,

Your very obedient Servant,

J. MEARES.

FELICE, *Friendly Cove, in King George's Sound, September* 20, 1788.

COPY

APPENDIX.

N° I.

COPY OF THE MEMORIAL

Preſented to THE HOUSE OF COMMONS, *May* 13, 1790:—*Containing every Particular reſpecting the Capture of the Veſſels in* NOOTKA SOUND.

THE Memorial of *John Meares*, Lieutenant in his Majeſty's Navy, moſt humbly ſheweth,—That early in the year 1786, certain merchants reſiding in the Eaſt Indies, and under the immediate protection of the Company, deſirous of opening a trade with the North Weſt Coaſt of America, for ſupplying the Chineſe market with furs and ginſeng, communicated ſuch deſign to Sir John Macpherſon, the governor-general of India, who not only approved of the plan, but joined in the ſubſcription for its execution; and two veſſels were accordingly purchaſed, and placed under the orders and command of your Memorialiſt.

That in the month of March your Memorialiſt diſpatched one of the ſaid veſſels, which he named The Sea Otter, under the command of Mr. Tipping, to Prince William's Sound, and followed her in the other ſhip, which he named The Nootka.

That on your Memorialiſt's arrival in Prince William's Sound, in the month of September, he found the Sea Otter had left that place a few days before; and, from intelligence he has ſince received, the ſhip was ſoon after unfortunately loſt off the coaſt of Kamtſchatka.

That your Memorialiſt remained in Prince William's Sound the whole of the winter; in the courſe of which time he opened an extenſive trade with the natives; and having collected a cargo of furs, he proceeded to China, in the autumn of 1787.

That in the month of January 1788, your Memorialiſt having diſpoſed of the Nootka, he, in conjunction with ſeveral Britiſh merchants reſiding in India, purchaſed and fitted out two other veſſels, named the Felice and Iphigenia; the former your Memorialiſt commanded, and the latter he put under the direction of Mr. William Douglaſs. That your Memorialiſt proceeded from China to the Port of Nootka, or King George's Sound, which he reached in the month of May, and the Iphigenia arrived in Cook s River in the month of June.

That your Memorialiſt, immediately on his arrival in Nootka Sound, purchaſed from Maquilla, the chief of the diſtrict contiguous to, and ſurrounding that place, a ſpot of ground,

ground, whereon he built a houſe for his occaſional reſidence, as well as for the more convenient purſuit of his trade with the natives, and hoiſted the Britiſh colours thereon; that he alſo erected a breaſt-work, which ſurrounded the houſe, and mounted one three-pounder in front; that having ſo done, your Memorialiſt proceeded to trade on the coaſt, the Felice taking her route to the Southward, and the Iphigenia to the Northward, confining themſelves within the limits of 60° and 45° 30′ North, and returned to Nootka Sound in the month of September; that on your Memorialiſt's arrival there, his people, whom he had left behind, had nearly compleated a veſſel, which, previous to his departure, he had laid down; and that the ſaid veſſel was ſoon after launched by your Memorialiſt, and called the North-Weſt America, meaſuring about forty tons, and was equipped with all expedition to aſſiſt him in his enterprizes.

That, during the abſence of your Memorialiſt from Nootka Sound, he obtained from Wicananiſh, the chief of the diſtrict ſurrounding Port Cox and Port Effingham, ſituated in the latitudes 48° and 49°, in conſequence of conſiderable preſents, the promiſe of a *free and excluſive trade with the natives of the diſtrict*, and alſo his permiſſion to build any ſtore-houſes, or other edifices, which he might judge neceſſary; that he alſo acquired the ſame privilege of excluſive trade from Tatootche, the chief of the country bordering on the Straits of John De Fuca, and purchaſed from him a tract of land within the ſaid ſtrait, which one of your Memorialiſt's officers took poſſeſſion of in the King's name, calling the ſame Tatootche, in honour of the chief.

That the Iphigenia, in her progreſs to the Southward, alſo viſited ſeveral ports, and in conſequence of preſents to the chiefs of the country, her commander had aſſurances given to him of not only a free acceſs, but of an excluſive trade upon that coaſt, no other European veſſel having been there before her.

That your Memorialiſt, on the 23d of September, having collected a cargo of furs, proceeded in the Felice to China, leaving the Iphigenia and the North-Weſt America in Nootka Sound, with orders to winter at the Sandwich Iſlands, and to return to the coaſt in the Spring. That your Memorialiſt arrived in China early in the month of December, where he ſold his cargo, and alſo the ſhip Felice.

That a few days after your Memorialiſt's arrival in China, the ſhips Prince of Wales and Princeſs Royal, fitted out from the Port of London by Meſſrs. John and Cadman Etches and Co. came to Canton from a trading voyage on the North Weſt Coaſt of America; and your Memorialiſt finding that they had embarked in this commerce under licences granted to them by the Eaſt India and South Sea Companies, which would not expire until the year 1790, and apprehending at the ſame time that the trade would ſuffer by a competition, he and his partners aſſociated themſelves with the ſaid Meſſrs. Etches and Co. and a formal agreement was executed in conſequence between your Memorialiſt and Mr. John Etches, then ſupracargo of the two ſhips, making a joint ſtock

of all the veſſels and property employed in that trade; and under that firm they purchaſed a ſhip, which had been built at Calcutta, and called her the Argonaut.

That the Prince of Wales having been chartered to load teas for the Eaſt India Company, ſoon after returned to England; and the Princeſs Royal and Argonaut were ordered by your Memorialiſt to ſail for the coaſt of America, under the command of Mr. James Colnett, to whom the charge of all the concerns of the company on the coaſt had been committed.

Mr. Colnett was directed to fix his reſidence at Nootka Sound, and, with that view, to erect a ſubſtantial houſe on the ſpot which your Memorialiſt had purchaſed in the preceding year; as will appear by a copy of his inſtructions hereunto annexed.

That the Princeſs Royal and Argonaut, loaded with ſtores and proviſions of all deſcriptions, with articles eſtimated to be ſufficient for the trade for three years, and a veſſel on board in frame, of about thirty tons burthen, left China accordingly in the months of April and May, 1789. They had alſo on board, in addition to their crews, ſeveral artificers of different profeſſions, and near ſeventy Chineſe, who intended to become ſettlers on the American coaſt, in the ſervice, and under the protection of the aſſociated company.

That on the 24th of April, 1789, the Iphigenia returned to Nootka Sound; and that the North-Weſt America reached that place a few days after: that they found, on their arrival in that port, two American veſſels, which had wintered there; one of them was called the Columbia, the other the Waſhington: that on the 29th of the ſame month, the North-Weſt America was diſpatched to the Northward to trade, and alſo to explore the Archipelago of St. Lazarus.

That on the 6th of May, the Iphigenia being then at anchor in Nootka Sound, a Spaniſh ſhip of war, called the Princeſſa, commanded by Don Stephen Joſeph Martinez, mounting twenty-ſix guns, which had ſailed from the Port of San Blas, in the Province of Mexico, anchored in Nootka Sound, and was joined on the 13th by a Spaniſh ſnow of ſixteen guns, called the San Carlos, which veſſel had alſo ſailed from San Blas, loaded with cannon and other warlike ſtores.

That from the time of the arrival of the Princeſſa until the 14th of May, mutual civilities paſſed between Captain Douglas and the Spaniſh officers, and even ſupplies were obtained from Don Martinez for the uſe of the ſhip; but on that day he, Captain Douglas, was ordered on board the Princeſſa, and, to his great ſurprize, was informed by Don Martinez, that he had the King's orders to ſeize all ſhips and veſſels he might find upon that coaſt, and that he, the Commander of the Iphigenia, was then his priſoner: that Don Martinez thereupon inſtructed his officers to take poſſeſſion of the Iphigenia, which they accordingly did, in the name of his Catholic Majeſty, and the officers and crew of that ſhip were immediately conveyed as priſoners on board the Spaniſh ſhips, where they were put in irons, and were otherwiſe ill treated.

That

APPENDIX.

That as ſoon as the Iphigenia had been ſeized, Don Martinez took poſſeſſion of the lands belonging to your Memorialiſt, on which his temporary habitation before mentioned had been erected, hoiſting thereon the ſtandard of Spain, and performing ſuch ceremonies as your Memorialiſt underſtands are uſual on ſuch occaſions; declaring, at the ſame time, that all the lands comprized between Cape Horn and the ſixtieth degree of North latitude did belong to his Catholic Majeſty; he then proceeded to build batteries, ſtorehouſes, &c. in the execution of which he forcibly employed ſome of the crew of the Iphigenia, and many of them who attempted to reſiſt were very ſeverely puniſhed.

That during the time the commander of the Iphigenia remained in captivity, he had frequently been urged by Don Martinez to ſign an inſtrument, purporting, as he was informed, (not underſtanding himſelf the Spaniſh language) that Don Martinez had found him at anchor in Nootka Sound; that he was at that time in great diſtreſs; that he had furniſhed him with every thing neceſſary for his paſſage to the Sandwich iſlands; and that his navigation had in no reſpect been moleſted or interrupted: but which paper, on inſpection of a copy thereof, delivered to Mr. Douglas, and hereunto annexed, (No. II.) appears to be an obligation from him and Mr. Viana, the ſecond captain, on the part of their owners, to pay on demand the valuation of that veſſel, her cargo, &c. in caſe the Viceroy of New Spain ſhould adjudge her to be lawful prize, for entering the Port of Nootka without the permiſſion of his Catholic Majeſty: that Captain Douglas, conceiving that the port of Nootka did not belong to his Catholic Majeſty, did frequently refuſe to accede to this propoſal; but that Don Martinez, partly by threats, and partly by promiſes of reſtoring him to his command, and of furniſhing him with ſuch ſupplies of ſtores and proviſions as he might ſtand in need of, ultimately carried his point; and having ſo done, he, on the 26th of the ſame month, was reſtored to the command of the Iphigenia, but reſtrained from proceeding to ſea, until the return of the North-Weſt America; inſiſting that he ſhould then diſpoſe of her for 400 dollars, the price which one of the American captains had ſet upon her.

That during the time the Spaniards held poſſeſſion of the Iphigenia, ſhe was ſtripped of all the merchandize which had been provided for trading, as alſo of her ſtores, proviſions, nautical inſtruments, charts, &c. and, in ſhort, every other article (excepting twelve bars of iron) which they could conveniently carry away, even to the extent of the maſter's watch, and articles of cloathing.

That the commander of the Iphigenia, finding himſelf thus diſtreſſed, applied for relief, and after much ſolicitation obtained a trifling ſupply of ſtores and proviſions, for which he was called upon to give bills on his owners. The articles ſo ſupplied were charged at a moſt exorbitant price, and very unequal in quality or quantity to thoſe which had been taken from him.

That notwithſtanding what had been inſiſted on by Don Martinez, reſpecting the ſale of the North Weſt America, he had conſtantly refuſed to diſpoſe of that veſſel on any

ground, alleging that, as ſhe did not belong to him, he had no right to diſpoſe of her; that the North-Weſt America not returning ſo ſoon as was expected, he, Capt. Douglas, was told by Don Martinez, that on his ordering that veſſel to be delivered to him for the uſe of his Catholic Majeſty, he ſhould have liberty to depart with the Iphigenia; that he accordingly, on the firſt of June, wrote a letter to the maſter of the North-Weſt America, but cautiouſly avoided any directions to the effect deſired, (vide Iphigenia's Journal) and availing himſelf of Don Martinez's ignorance of the Engliſh language, he inſtantly ſailed from Nootka Sound, though in a very unfit condition to proceed on ſuch a voyage, leaving behind him the two American veſſels which had been ſuffered to continue there unmoleſted by the Spaniards, from the time of their firſt arrival; that the Iphigenia proceeded from thence to the Sandwich Iſlands, and after obtaining there ſuch ſupplies as they were enabled to procure with the iron before mentioned, returned to China, and anchored there in the month of October, 1789.

Your Memorialiſt thinks it neceſſary upon this occaſion to explain, that in order to evade the exceſſive high port charges demanded by the Chineſe from all other European nations, excepting the Portugueſe, that he and his aſſociates had obtained the name of Juan Cawalho to their firm, though he had no actual concern in their ſtock; that Cawalho, though by birth a Portugueſe, had been naturalized at Bombay, and had reſided there for many years, under the protection of the Eaſt India Company, and had carried on an extenſive trade from thence to their ſeveral ſettlements in that part of the world.

That the intimacy ſubſiſting between Cawalho and the governor of Macao had been the principal cauſe of their forming this nominal connection; and that Cawalho had in conſequence obtained his permiſſion that the two ſhips above mentioned, in caſe it ſhould be found convenient ſo to do, ſhould be allowed to navigate under, or claim any advantages granted to the Portugueſe flag.

That this permiſſion had anſwered the purpoſe of your Memorialiſt, ſo far as reſpected the port charges of the Chineſe, until the return of the Iphigenia; but the Portugueſe Governor dying ſoon after her departure, and Cawalho becoming a bankrupt, his creditors demanded his intereſt in that ſhip; that your Memorialiſt having reſiſted their claim, an application was made by them to the ſucceeding governor for poſſeſſion of the ſhip; that the governor had, in conſequence, inveſtigated the tranſaction, and finding that Cawalho had no actual concern or intereſt in the property, obliged her to quit the port; that this proceeding had ſubjected the Iphigenia at once to the increaſed port charges, which were inſtantly demanded by, and paid to, the Chineſe.

Your Memorialiſt has ſtated this tranſaction thus fully, in order to ſhew that the Iphigenia and her cargo were actually and *bonâ fide* Britiſh property, as well as to explain the occaſion of the orders which were given to her commander, extracts of which accompany this, and are referred to in the journal of that ſhip, having been under the inſpection of Don Martinez.

Your

Your Memorialiſt further begs leave to ſtate, that after the departure of the Iphigenia, Don Martinez became apprized of the purport of the letter with which he had been furniſhed; and that, on the return of the North-Weſt America off the port of Nootka, on the 9th of June, ſhe was boarded and ſeized by boats manned and equipped for war, commanded by Don Martinez; that he did tow and convey the ſaid veſſel into the Sound, and anchoring her cloſe to the Spaniſh ſhips of war, did then take poſſeſſion of her in the name of his Catholic Majeſty, as good and lawful prize; that the above mentioned veſſel was ſoon after hauled alongſide of the Spaniſh frigate; and that the officers and men, together with the ſkins which had been collected, amounting to 215, of the beſt quality, and alſo her ſtores, tackle, and furniture, articles of trade, &c. were removed on board the Spaniſh frigate; that the commander of the North-Weſt America, his officers and men, were accordingly made priſoners, and Mr. Thomas Barnett, one of the officers of that veſſel, and ſome of her men were, as appears by the affidavit of William Graham, one of the ſeamen belonging to that veſſel, hereunto annexed, (No. IV.) afterwards put in irons.

That the Princeſs Royal arriving a few days after the ſeizure of the North-Weſt America, and being allowed by Don Martinez to depart, the ſkins collected by the laſt mentioned veſſel (excepting twelve of the beſt quality, which Don Martinez thought fit to detain) were returned to the maſter, and, with the permiſſion of Don Martinez, were ſhipped on board the Princeſs Royal, for the benefit of the owners; and that ſhip, as appears by her Journal, put to ſea on the 2d of July, to purſue the trade upon the coaſt.

That Don Martinez, after ſeizing the North-Weſt America in the manner and under the circumſtances above ſtated, employed her on a trading voyage, from which ſhe returned after an abſence of about twenty days, with ſeventy-five ſkins, obtained by Britiſh merchandize, which had either been found in that veſſel at the time of her capture, or had been taken from the Iphigenia; and that the value of the furs ſo collected cannot, upon a moderate calculation, be eſtimated at leſs than 7,500 dollars, and which Don Martinez had applied to his own advantage.

That the Argonaut arrived off the Port of Nootka on or about the 3d of July, 1789. That Don Martinez, on obſerving her in the offing, boarded her in his launch, and with expreſſions of civility, promiſed Mr. Colnett, her commander, every aſſiſtance in his power; that before the Argonaut entered the Sound, Mr. Thomas Barnett (who had belonged to the North-Weſt America, and who was then a priſoner) came off in a canoe, and informed Mr. Colnett of the proceedings which had taken place, and of the danger to which he was expoſed; but that, under the aſſurances given by Don Martinez, that the Argonaut ſhould remain unmoleſted, and being in want of refreſhments for the crew, Mr. Colnett proceeded into Nootka Sound.

That, notwithſtanding the aſſurances given by Don Martinez, he, on the next day, ſent the firſt lieutenant of the Princeſſa, with a military force, to take poſſeſſion of the

Argonaut,

Argonaut; and that ſhip was accordingly ſeized in the name of his Catholic Majeſty, the Britiſh flag was hauled down, and the Spaniſh flag hoiſted in its ſtead.

That on the ſeizure of the Argonaut, her officers and men were made priſoners; and Mr. Colnett was threatened to be hanged at the yard-arm, in caſe of his refuſing compliance with any directions which might be given to him.

That on the 13th of July, the Princeſs Royal, as is ſtated in her Journal, again appeared off the Port of Nootka; that her commander approaching the Sound in his boat, in expectation of finding there the commander of the expedition, (from whom he was deſirous of receiving inſtructions for his future proceedings) was ſeized and made priſoner by Don Martinez, and under threats of hanging him at the yard-arm, forced him to ſend orders to his officers to deliver up the Princeſs Royal without conteſt.

That a Spaniſh officer was diſpatched into the offing with theſe orders; and that the veſſel was accordingly ſeized in the name of his Catholic Majeſty, and brought into port; that her crew were in conſequence made priſoners; and that her cargo, conſiſting of 473 ſkins, including 203 which had been put on board her from the North-Weſt America, as appears by the incloſed receipt, (No. V.) was ſeized.

That Mr. Colnett, from the circumſtances of his capture, became ſo deranged, that he attempted frequently to deſtroy himſelf; and that, according to the laſt accounts received, the ſtate of his mind was ſuch as to render him unfit for the management of any buſineſs which might have been entruſted to his care; that in this melancholy ſituation, however, Don Martinez, notwithſtanding the veſſel and cargo had before been formally ſeized, attempted to procure from him the ſale of the copper, of which a principal part of the cargo of the Princeſs Royal had been compoſed; and that ſuch ſale would actually have taken place, had not the other officers of that veſſel, ſeeing Colnett's inſanity, prevented it.

Your Memorialiſt farther begs leave to repreſent, that the American ſhip Columbia intending to proceed to China, the crew of the North-Weſt America were ordered by Don Martinez on board her; principally, as your Memorialiſt underſtands, for the purpoſe of aſſiſting her in her navigation to China, the greateſt part of her own crew, as well as of her proviſions, having been previouſly put on board the Waſhington, in order that ſhe might be enabled to continue on the coaſt.

That the Columbia having reduced her proviſions conſiderably from the ſupplies ſhe had ſpared to her conſort, was furniſhed from the Argonaut, by order of Don Martinez, with what was neceſſary for her voyage, ſaid to be intended, however, for the ſupply of the North-Weſt America; that previous to the departure of the Columbia, ninety-ſix ſkins were alſo put on board her, as appears by the paper hereunto annexed, (No. VI.) to defray the wages of the officers and crew of the North-Weſt America, under a ſuppoſition that their late employers would be unable to liquidate their demands; firſt deducting,

ducting, however, thirty per cent. from the ſales, which Don Martinez had agreed ſhould be paid for the freight on the ſaid ſkins to the American commanders.

That the Columbia, thus ſupplied, left Nootka Sound accordingly, and proceeded to the Southward; that a few days after ſhe entered Port Cox, where ſhe was joined by her conſort the Waſhington, from whom ſhe received a conſiderable number of ſkins, conceived to be the whole, excepting the ninety-ſix before mentioned, which had been collected by the Americans and Spaniards, as well as by the Britiſh traders; and with which, after ſparing a further quantity of proviſions to the Waſhington, the Columbia proceeded to China, where ſhe arrived on the 2d of November, and landed the crew of the North-Weſt America.

That the crew of the North-Weſt America, previous to their leaving Nootka Sound in the Columbia, ſaw the Argonaut prōceed, as a prize, to San Blas; and that her officers and men, who were Europeans, were put on board her as priſoners; and that the Princeſs Royal was ſhortly to follow, with her crew in confinement in the ſame manner. The Waſhington, on joining the Columbia in Port Cox, gave information that the Princeſs Royal had alſo ſailed for San Blas.

That Don Martinez had thought fit, however, to detain the Chineſe, and had compelled them to enter into the ſervice of Spain; and that, on the departure of the Columbia, they were employed in the mines, which had then been opened on the lands which your Memorialiſt had purchaſed.

Your Memorialiſt begs leave to annex a depoſition of the officers and crew of the North-Weſt America, together with an extract of the Journal of the Iphigenia, and alſo ſome letters which he has received from Mr. Duffin, ſecond officer of the Argonaut; which papers will ſerve to throw conſiderable light on the ſeveral tranſactions alluded to in this Memorial: He alſo has ſubjoined a ſtatement of the actual as well as the probable loſſes which he and his aſſociates have ſuſtained from the unwarrantable and unjuſtifiable proceedings of Don Martinez, in open violation of the treaty of peace ſubſiſting between this country and the Court of Spain, and at times and in ſituations where, according to the common laws of hoſpitality, they might have expected a different conduct.

Your Memorialiſt therefore moſt humbly begs leave to ſubmit the caſe of himſelf and his aſſociates to the conſideration of Government, in full confidence that the proper and neceſſary meaſures will be taken to obtain that redreſs, which he and his aſſociates have, as Britiſh ſubjects, a right to expect.

(Signed) JOHN MEARES.

London, 30th of April, 1790.

Your Memorialiſt alſo begs leave to annex an acknowledgment given by Don Martinez, of his having obtained poſſeſſion of the North-Weſt America. (No. XI.) J. M.

No. II.

APPENDIX.

No II.

COPY *of a* LETTER *from* MR. MEARES *to* CAPTAIN COLNETT, *dated* 17*th* APRIL, 1789.

[*In* Mr. Mearcs's Memorial *of* 30*th April*, 1790. No. I]

MACAO, 17th April, 1789.

SIR,

SO ſoon as the Argonaut is ready for ſea, you will proceed on your voyage, and put into execution the ſeveral plans we have laid down, and with which you are ſo thoroughly acquainted; you are alſo ſo perfectly informed of the baſis they are founded on, that any recapitulation here would be needleſs. We place the ſtrongeſt reliance on your perſeverance, temper and prudence, and are convinced that our hopes can only be matured but through an exertion of thoſe diſpoſitions. We ſtrenuouſly recommend a moderate uſe of the powers you are inveſted with, not only in your tranſactions with ſhips of foreign nations,—who muſt be treated with that good faith and generoſity which form the characteriſtic of the Engliſh nation, and which muſt turn ultimately to the honour and credit of your employers,—but to all ſhips of our own nation, to whom we deſire you to be particularly attentive in caſes of diſtreſs, or any other calamitous ſituation they may be thrown into. We impreſs on your mind this point, not only for the honour and credit reſulting to us from ſuch a liberal line of conduct, but from the abſolute neceſſity of avoiding all ſubject of diſpute with foreign powers: we hope that no motive whatever will induce you to deviate from this point; as we aſſure you, that a commerce that is not carried on with honour and reſpectability, as well as humanity, would be entirely repugnant to our feelings as men, and characters as Britiſh merchants,—a character, which appears to us in ſo reſpectable a light, that no emolument, no advantage whatever, would perſuade us to countenance the ſmalleſt deviation from it in the perſons and acts of thoſe we employ.

Reports having been ſpread of great acts of cruelty and inhumanity being committed by the crews of various veſſels on the coaſt of America, in their commerce with the natives, we now embrace the earlieſt opportunity of expreſſing our utter abhorrence of ſuch hoſtile acts: we ſincerely hope that no perſon or perſons in our employ, will have cauſe to be reproached with any thing of this kind—acts, which we never will countenance or protect; on the contrary, we ſhall uſe every means in our power to have the perpetrators puniſhed. We therefore moſt particularly order, that if, in the courſe of your command, any perſon or perſons whatever, in our employ, ſhall commit any murder on the natives of

America,

America, or on others, that you ſeize the offenders, and put them in irons, and ſend them to the agents in China, in order that they may be brought to condign puniſhment; we are here neceſſitated to dwell on this ſubject, from the ſtrong reports of ſuch atrocious acts being committed, which are at once not only deſtructive of the commerce, but of every ſentiment of humanity; we recommend a ſteady purſuance of a mild conduct, as the only means to cultivate the good-will of the natives, and draw them within the verges of civilized life.

We recommend to you, if poſſible, to form a treaty with the various chiefs, particularly near Nootka. If you happily accompliſh this, you at once become poſſeſſed of the furs of a great diſtrict with honour and credit, and without incurring a ſtigma; and, if there is a poſſibility of conquering our competitors, we beg it may be in a mode honourable to ourſelves, and conducted with as much generoſity and humanity as a ſtrict attention to our buſineſs will admit.

On the ſtrength of a treaty we form conſiderable hopes; for, although at the moment it may not be productive, yet in time it will be found the moſt ſtable way of accompliſhing our wiſhes, and gaining the confidence of the chiefs, who are known to manage the commerce of their ſubjects: for this purpoſe we have ſupplied you abundantly with every article known to be had in eſtimation among them; and ſo anxious are we to have a good underſtanding, and the perfecting a treaty, that we authoriſe you to take under your protection all our allies, and protect them from inſult from all perſons whatever. Our ſentiments on this head you will make known to all perſons whom it may concern, in order that they may govern themſelves accordingly.

You will keep a diary of your proceedings, in which every minute occurrence is to be recorded; and you will forward this account of your proceedings, from time to time, by all opportunities.

In planning a factory on the coaſt of America, we look to a ſolid eſtabliſhment, and not one that is to be abandoned at pleaſure. We authoriſe you to fix it at the moſt convenient ſtation, only to place your colony in peace and ſecurity, and fully protected from the fear of the ſmalleſt ſiniſter accident. The object of a port of this kind, is to draw the Indians to it, to lay up the ſmall veſſels in the winter ſeaſon, to build, and for other commercial purpoſes. When this point is effected, different trading houſes will be eſtabliſhed at ſtations, that your knowledge of the coaſt and its commerce point out to be the moſt advantageous.

In the courſe of the ſummer we recommend your leaving ſingle perſons to reſide with ſome of your friends, the chiefs of the Charlotte Iſles, in order to collect the furs; the natives, in full perſuaſion of your returning to them, would keep back from our competitors; and here at once you will perceive the advantages to be derived from conciliating their confidence and good-will. To ſuch people who are prone to ſerve their employers, rewards ſhould be given, which ſhould be agreeable to their ſucceſs.

You are ſo well acquainted with the American commerce, that it would be needleſs to dwell on the neceſſity of huſbanding your articles of trade, of guarding againſt the

impoſitions of the native merchants, and of impreſſing them with an idea of the ſuperiority of your merchandiſe, &c. &c. The tide of fancy of thoſe people may be turned; the fickleneſs of their diſpoſition is well known to you, as well as your ingenuity to us in combating thoſe difficulties. On the fall of the year we wiſh all the ſmall craft to be laid up at the factory, which you will name Fort Pitt.

You will inveſt Mr. R. Duffin with the ſuperintendance of this ſtation, and ſtrenuouſly recommend him to keep good order and harmony therein; to build ſtorehouſes for the reception of the tackle and furniture of the ſhipping that you may order to be laid up; and, above all, to recommend to him to uſe every precaution againſt the ſcurvy, by exerciſe and the unremitting uſe of the decoction of pine tops.

You will, in the winter ſeaſon, ſend what veſſels you judge proper to the Sandwich Iſlands for proviſions, &c. In their return, we imagine that ſome of the natives of thoſe iſles, both men and women, may be embarked and tranſplanted to America, and made uſeful in our employ; this muſt be done with their own conſents, and with every precaution with regard to their health as well as happineſs.

We deſire the Argonaut may be returned to China the end of this ſeaſon with the furs. You will deliver her to Captain William Douglaſs, and receive from him the Iphigenia and America, ſhifting the crews, &c. &c. You will alſo receive his ſurplus trade, and all other ſtores of that nature, and in return ſupply him with refreſhments to carry him to the iſlands, where he can procure a ſupply.

The furs you ſend to China, we deſire may be well cleaned, and otherwiſe dreſſed, claſſed, and put into cheſts; ſamples of each quality muſt be put into a ſeparate box; every ſkin, piece, and tail, muſt be numbered, and a regiſter kept of the whole, and tranſmitted to us, with your other diſpatches, by Captain Douglas: in theſe you will be very particular in adviſing us of all articles wanted for the year 1790.

We recommend to your attention the ſtate of the markets in China; the vaſt difference between good and bad ſkins, as a guidance to your purchaſes on the coaſt; as 100 prime ſkins are moſt aſſuredly worth 500 bad, independent of leſſening the value of your articles of commerce. All collections of furs, to the lateſt period, you will ſend home in the Argonaut.

Sea-otters tails and ſeal ſkins now become an object, from the price they bear.—It will be entirely needleſs to direct you in the purchaſes of furs, where you are ſo well acquainted; this we leave entirely to yourſelf; but we cannot avoid reminding you, and to deſire a ſtrict attention is paid, that no illicit commerce, is carried on by any perſons in our employ: on any circumſtances of this kind, the offenders may depend on our exacting, in the ſtricteſt manner, the penalties which a breach of articles may incur. The pay of officers of every deſcription is extremely liberal; and we ſhall eſteem it the duty of every individual to make known ſuch circumſtances of illicit commerce as may come within their knowledge, as in our eyes it is equally criminal, and ſhews a great neglect

of

of their employers' intereſt, to either hide or ſtifle ſuch diſcovery; and you have our moſt poſitive orders, on ſuch points coming to your knowledge, inſtantly to diſmiſs ſuch perſons, and thoſe concerned, from our ſervice; nor will we permit any deviation from this point, except your reaſons are ſtrong and ſufficient for purſuing a different line of conduct.

We alſo authoriſe you to diſmiſs from your ſervice all perſons who ſhall refuſe to obey your orders, when they are for our benefit; and, in this caſe, we give you to underſtand, the Princeſs Royal, America, and other ſmall craft, are always to continue on the coaſt of America; their officers and people, when the time of their ſervice is up, muſt be embarked on the returning ſhip to China; and on no account whatever will we ſuffer a deviation from thoſe orders.

Should you meet with any of the ſhips of Meſſrs. Etches and Co. on the coaſt, you will of courſe afford them every aſſiſtance in your power; but as we ſhall have no intereſt in thoſe ſhips, if you can induce the commanders to trade on our joint account, it will be moſt agreeable to us; but no trading connexions whatever muſt be, except on account of the preſent company. To the perſon entruſted with the command of thoſe ſhips, you will make known the nature of our connexions with Mr. Etches; you will in conſequence make a demand of all their ſurplus ſtores, or articles of commerce, &c. they have to diſpoſe of, in order that they may be left in the factory; and a particular account muſt be taken of all that are delivered, as they muſt be accounted for to Mr. Etches by the Company. We have no doubt but that your requiſition will be complied with, as it ultimately tends to the good of their employers.

The number of competitors you will meet with on the coaſt, will, we fear, ſomewhat diminiſh your collection of furs, as well as enhance their price; we have no doubt of your activity and perſeverance, as well as addreſs, in your negotiations. We place the ſtrongeſt reliance on your vigilance and caution; and as we have conferred on you the moſt ample powers, in return we look for conſiderable reſponſibility, and a happy completion of our plans. In a full perſuaſion of this, we ſhall take our leave, with a ſtrong recommendation of unanimity amongſt your officers, and the ſtricteſt diſcipline over your people.—We wiſh you health and a proſperous voyage,

And remain, &c.

J. MEARES.

For Meſſrs. Etches, Cox, and Co.

APPENDIX.

No III.

EXTRACTS *of a* LETTER *from* MR. MEARES *to* CAPTAIN COLNETT, *dated* MACAO, *25th April*, 1789.

[*In* Mr. Meares's Memorial *of the 30th April*, 1790. *To accompany Inclosure* No. I.]

" WE have well-founded information, that Mr. Jaques, Mate of the Princeſs Royal, gave copies of his own and Captain Hudſon's journals and charts to Captain Metcalf, who commanded an American ſhip, when he was in China. This act of Mr. Jaques we eſteem to militate ſo extremely againſt himſelf and our ſervice, that we deſire you to return him to China.

" As it is probable, that in autumn, 1790, you may meet with a ſtore ſhip from England, on the company's account, we have the ſtrongeſt hopes, that ſhould that event happen, that from her you will form the entire eſtabliſhment of the coaſt on ſuch reaſonable terms under the preſent, that will meet our ſatisfaction, and enable the Company, through the medium of œconomy, to deſtroy all competition. It is probable, however, that all thoſe engagements may be ſettled in England prior to the departure of the ſtore-ſhip: in this caſe you will reſign the charge of your concerns to thoſe who are appointed to manage the ſame, and return, with the officers and people who are impreſſed from China, in the ſtore ſhip, or the Argonaut, whichever you think moſt eligible; but we rather apprehend that, by the above period, you will have ſo much tonnage on the coaſt, that it will be needleſs detaining the Argonaut, more particularly as we ſhall want her in 1791, to return her again to the coaſt. We have nothing more to repeat in addition to the former orders."

No IV.

OBLIGATION TO RESTORE THE SHIP IPHIGENIA TO HIS CATHOLIC MAJESTY IF DEEMED A LAWFUL PRIZE.

[*In* Mr. Meares's Memorial *of the 30th April*, 1790. No II.]

ON board His Majeſty's Frigate, called Our Lady of the Roſary, alias the Princeſs, 25th May, of ſaid year; I, D^{n} Francis Joſeph Viana, and Don William Douglas, the firſt Captain, and the ſecond Supracargo of the Packet-boat Iphigenia Nubiana,

Nubiana, at anchor in this Port of St. Lawrence of Nootka, being empowered by Dn John Cawalho, inhabitant of and trader at Macao; We ſay that we oblige ourſelves (in name of ſaid Cawalho, to whom belongs ſaid Packet-boat) to ſatisfy whomſoever ſhall preſent to us the import of valuation by experienced perſons of ſaid veſſel, with lading and other appurtenances on board; and in order the better to certify in the antecedent inventory, in caſe that H. E. the Viceroy of New Spain may judge the ſaid packet-boat, the Iphigenia, to be a prize, on account of having found us at anchor in ſaid Port of Nootka, without having a paſſport, permiſſion, or particular from His Catholic Majeſty for ſo doing, that is, for navigating or anchoring in ſeas or ports belonging to his dominions. For all which we oblige ourſelves to the ſaid Dn John Cawalho, as lawful owner of ſaid packet, and we oblige ourſelves in his name, in all lawful form, with our perſons and effects, preſent and future, to the ſatisfaction of the quantity of contents of ſaid inventory, maſts, ſtores, cargo, &c. contained in ſaid inventory; ſubjecting ourſelves, as we do ſubject ourſelves, to the laws, pragmatic ſanctions, and ordinances of ſaid Sovereign; and renouncing, as we do renounce, all laws, liberties, and privileges, which might favour us, without it being neceſſary in the exhibition of the ſaid quantity, in which we may be condemned, to have recourſe to law-ſuit; for although this obligation be made upon ſimple paper, we give it as much force and value as if it were a writing made before a royal or public notary, and for its force we ſign three of one tenor, one being fulfilled, the others to be of no value, which we have ſigned with our hand and ſignature, and authorized by the Commandant Dn Stephen Joſeph and by the proper Notary, Raphael de Canizares, on ſaid day, month, and year, being witneſſes thereto Dn John Kendrick, Commander of the Boſton frigate, named the Columbia, and Dn Joſeph Ingraham, ſecond captain and firſt pilot of ſaid frigate; and of this I give faith—Francis Joſeph Viana—William Douglas—John Kendrick—Joſeph Ingraham—Stephen Joſeph Martinez—Raphael de Canizares.

declare bind bind bind value value unſtamped

This is a literal copy of the Obligation, of which triplicates were ſigned at the foot of the inventory made of the ſaid packet-boat of Macao, whereof I certify. On board the Princeſs frigate, 26th May, 1789.

RAPHAEL DE CANIZARES.

No V.

APPENDIX.

No V.

EXTRACT *of a* LETTER *from* MR. MEARES *to* CAPT. WILLIAM DOUGLAS, *Commanding the* IPHIGENIA; *dated at Sea, 2d February*, 1788.

[*In* Mr. Meares's Memorial *of the 30th April*, 1790. No III.]

ON your return to Macao you will ſeal up your log-book, charts, plans, &c. &c. &c. and forward them to Daniel Beale, Eſquire, Canton, who is the oſtenſible agent for the concern; and you have the moſt particular injunctions not to communicate, or give copies of any charts or plans that you may make, as your employers aſſert a right to all of them, and as ſuch will claim them.

Should you, in the courſe of your voyage, meet with the veſſels of any other nation, you will have as little communication with them as poſſible; ſhould they be of ſuperior force, and deſire to ſee your papers, you will ſhew them. You will be on your guard againſt ſurprize. Should they be either Ruſſian, Engliſh, Spaniſh, or any other civilized nation, and be authorized to examine your papers, you will permit them, and treat them with civility and friendſhip; but at the ſame time you muſt be on your guard. Should they attempt to ſeize you, or even carry you out of your way, you will prevent it by every means in your power, and repel force by force; you will on your arrival proteſt publickly, before a proper officer, againſt ſuch illegal procedure, and aſcertain, as near as you can, the value of your cargo and veſſel, and ſend ſuch proteſt, with a full account of the tranſaction, to us at China.

Should you, in ſuch conflict, have the ſuperiority, you will then take poſſeſſion of the veſſel that attacked you, as alſo her cargo, and bring both, with the officers and crew, to China, that they may be condemned, and their crews puniſhed as pirates.

No VI.

EXTRACT *of a* LETTER *from* MR. MEARES *to* MR. R. FUNTER, *Second Officer of the* FELICE, *commanding the* AMERICA; *dated Friendly Cove, Nootka Sound, 10th Sept.* 1788.

[*In* Mr. Meares's Memorial *of the 30th April*, 1790. *To accompany Incloſure* No III.]

YOU are, on no account, to hoiſt any colours until ſuch time as your employers give you orders for this purpoſe, except on taking poſſeſſion of any new diſcovered land; you will then do it, with the uſual formality, for the Crown of Great Britain.

APPENDIX.

N° VII.

THE INFORMATION OF WILLIAM GRAHAM.

[*In* Mr. Meares's Memorial *of the 30th April*, 1790. No IV.]

Middlesex, to wit. } The Information of William Graham, of Grub Street, Mariner, taken before me Sir Sampson Wright, Knight, one of His Majesty's Justices of the Peace for the said County of Middlesex, this 5th Day of May, 1790.

WHO, being on oath, says, That on or about the month of September, 1788, he entered himself on board the vessel called the North-West America, then lying in King George's Sound, on the North-West Coast of America, belonging to Mr. John Meares, a merchant trading in those parts: And further says, That he saw said vessel launched in said harbour under British colours, and navigated under the British flag, and that she was commanded by Robert Funter, who is a British subject.

And this Informant further says, That said ship was trading on account of said John Meares on the North-West Coast of America, between the latitudes of 60° and 45° North, for furs, a large number of which they had purchased and got on board; and that being in want of provisions, they sailed from the Archipelago of St. Lazarus, where they had been so trading as aforesaid, and returned to King George's Sound for a fresh supply of provisions, at which time the natives were bringing great quantities of furs for sale.

And this Informant further says, That when the said vessel arrived in the Offing of said King George's Sound, a number of boats came out of said Sound, and seized said vessel, and conducted her into said Sound; that one of said boats had a gun in her bow, and all the people on board the boats were Spaniards, and were armed with cutlasses, pistols, and musquets; that they took possession of said vessel in the name of the King of Spain, and made this Informant and the rest of the crew prisoners.

That on entering said Sound in manner aforesaid, he, this Informant, saw two Spanish men of war lying there, one carrying twenty-six guns, called the Princessa, and the other twenty-four guns, called the St. Carlos, with several hundred men on board, and carrying the Spanish flag.

That the Spaniards who had boarded said vessel as aforesaid, brought her to an anchor close to said frigates, and put the captain and crew of said vessel on board said frigates; that they then took out of said vessel all the furs and other merchandize, and put the same

ſame alſo on board ſaid frigates, and then hoiſted the Spaniſh flag on board the veſſel they had ſo captured.

That the Spaniards entreated this Informant, and the reſt of the crew of ſaid veſſel, to enter themſelves as ſeamen on board ſaid frigates, which they all refuſed to do; that ſaid Spaniards then put the crew of ſaid veſſel in irons, and fed them with horſe-beans and water for the ſpace of about three weeks, and beat and otherwiſe ill treated ſeveral of them.

And this Informant further ſays, That he was informed that the name of the officer who commanded ſaid frigates is Stephen Joſeph Martinez; and he alſo further ſays, that if ſaid veſſel could have continued longer in the Archipelago of St. Lazarus, from whence ſhe was obliged to return to King George's Sound through want of proviſion, or if ſhe had got a ſupply of proviſions at ſaid Sound, and gone back to the Archipelago (from which ſhe was prevented by being captured as aforeſaid) he is well aſſured that they ſhould have collected a large quantity of furs and other merchandize, and that the voyage would have been very advantageous to the parties intereſted therein.

That ſoon after the capture of ſaid veſſel as aforeſaid, ſhe was fitted out, and ſent on a trading voyage, by ſaid Stephen Joſeph Martinez, manned with Spaniards, bearing the Spaniſh flag, and having alſo on board one David Coolidge, mate of the ſloop Waſhington, belonging to the United States of America, which was then lying in ſaid Sound; and in the month of July following, ſaid veſſel returned to ſaid Sound, having on board a conſiderable quantity of otter-ſkins, which he, this Informant, ſaw taken out of ſaid veſſel, and put on board ſaid frigates.

That on the 14th day of the month of June, 1789, the Princeſs Royal merchant ſhip of London, belonging to ſaid Mr. Meares and others, and commanded by Mr. William Hudſon, came into ſaid Sound with Britiſh colours flying, and anchored near the ſaid frigates; that ſaid veſſel, Princeſs Royal, lay in ſaid Sound a few days, and then ſailed (having firſt obtained the permiſſion of ſaid Martinez ſo to do) without any other interruption or moleſtation whatever.

That on or about the 3d of July, the Argonaut, a merchant ſhip appeared in the Offing of ſaid King George's Sound, commanded by James Colnett; that ſaid Martinez equipped a launch with twenty men and upwards, and went with the ſame himſelf, accompanied by Richard Howe, an American, and ſupracargo of the ſhips Columbia and Waſhington, belonging to the United States of America, and then lying in ſaid ſound) on board ſaid Argonaut; that ſaid Argonaut ſailed into, and anchored in, ſaid Sound with Britiſh colours flying; that the next morning the Argonaut wanting to put to ſea, was prevented by ſaid Martinez, who ſeized ſaid veſſel with an armed force, took the captain and crew on board ſaid frigates, and put them in irons; that ſaid Martinez ordered the Britiſh colours on board the Argonaut to be hauled down, and the Spaniſh colours to be hoiſted, and fired a gun on board the Argonaut, and took poſſeſſion of the veſſel in the name of His

; that ſaid Martinez then ordered all the property on board ..
.. removed on board ſaid frigates; that on the 13th day of July, the be..
..entioned veſſel the Princeſs Royal appeared in the Offing of ſaid King George's Sound, and that Robert Hudſon, Maſter of ſaid veſſel, came into ſaid Sound in his boat; that ſaid Martinez immediately ſeized ſaid boat, together with ſaid Hudſon and the boat's crew, on whom ſeveral Spaniſh ſoldiers, who were on board the Argonaut and the Princeſſa (one of ſaid frigates) fired with ball; that when ſaid Hudſon came alongſide ſaid frigate in his boat, the crew belonging to ſaid frigate beat ſaid Hudſon and his men, and threw ſaid Hudſon down the after hatchway of ſaid frigate, ſaying, "Get down, you Engliſh dog," and afterwards put him in the cabin under a guard of ſoldiers; that the Spaniards then launched two boats, armed with cutlaſſes, &c. which went on board the Princeſs Royal, and brought her into the Sound; that they then fired a gun on board her, hauled down the Engliſh and hoiſted Spaniſh colours on board her, and put the crew, all the merchandize, and other property that was in her, on board one of ſaid frigates, and took poſſeſſion of ſaid Princeſs Royal in the name of His Catholic Majeſty; that at this time he, this Informant, ſaw two Spaniſh batteries which were erected on ſhore in ſaid Sound, the one mounted ſixteen guns, and the other ſeven guns, with the Spaniſh flag flying thereon.

And this Informant further ſays, that he remained in confinement on board one of ſaid Spaniſh frigates for the ſpace of three weeks, and was then put on board the aforeſaid American veſſel the Columbia, in order to return to China; that before ſaid veſſel ſailed, he, this Informant, was ſeveral times on board the Argonaut, where he ſaw Captain Colnett and his officers confined in the cabin, and the crew in the fore-hatchway in irons.

And this Informant further ſays, that he ſailed from China on board the Felice, and arrived in ſaid King George's Sound in the month of May, 1788; that in about a fortnight or three weeks after their arrival he ſaw Mr. Meares deliver ſome articles of merchandize to Maquilla, the ſovereign prince of the ſaid Sound, which he then underſtood and believed were given as a conſideration for lands which the ſaid Mr. Meares had required for an eſtabliſhment on ſhore; that ſaid Mr. Meares did erect a building and other conveniencies on ſaid land, and that the ſame were taken poſſeſſion of by ſaid Martinez, who raiſed a battery of two guns, and hoiſted the Spaniſh flag thereon.

And this Informant ſays, that there were a number of men, natives of China, at ſaid Sound, who had been taken thither by ſaid Mr. Meares; and that ſaid Martinez refuſed to let them return to China, and employed them in erecting batteries and other works, and, as he hath been informed, in digging in the mines.

That while he was on his paſſage in the Columbia to China, he ſaw a quantity of furs put on board ſaid veſſel from ſaid Princeſſa, and that the name Martinez was ſtamped or marked thereon; that in Port Coſe, in their way to China, (and where the Waſhington and Columbia met) he alſo ſaw a number of furs put on board the Columbia from the Waſhington.

And this Informant hereby acknowledges, That he has received from ſaid Mr. Meares all the wages due to him from the time of his embarking on board the Felice as aforeſaid, to the time of his arrival in China on board the Columbia; and ſays, that the principal reaſon of his coming to Europe was to give information of the before-mentioned tranſactions.

That when he was at Port Coſe, in the Columbia as aforeſaid, Captain Kendrick, who commanded ſaid veſſel, told this Informant that if he would not ſign articles to aſſiſt in navigating her to China, he would turn him aſhore among the Indians; and in conſequence of ſaid threats, he ſigned ſaid articles; and he, this Informant, is of opinion, that if he and others under the like circumſtances had not given ſuch aſſiſtance, they could not have carried ſaid veſſel to China: but he did not receive any recompence for ſuch ſervice.

WILLIAM GRAHAM.

Sworn before me the day and
year above written,
SAMPSON WRIGHT.

No VIII.

T. HUDSON's RECEIPT FOR TWO HUNDRED AND THREE SEA-OTTER SKINS.

[*In* Mr. Meares's Memorial *of* 30*th April*, 1790. No. V]

July 2*d*, 1789, *in Friendly Cove, Nootka Sound.*

RECEIVED from Robert Funter, two hundred and three ſea-otter ſkins, numbered 1 to 215, in good order and well conditioned, of which numbers, twelve are wanting, viz. No. 96, 170, 179, 180, 163, 197, 199, 202, 203, 204, 205, and 208, which I promiſe to deliver in the like good order and condition at Macao, Canton, or any other port where they may be ordered by the eſtabliſhed Company of Merchants trading from the above ports to this coaſt.

Witneſs my hand this 2d day of July, 1789,

T. HUDSON.

203 ſkins.

APPENDIX.

No. IX.

CERTIFICATE *of* NINETY-SIX SKINS *being ſhipped on board the* COLUMBIA.

[*In* Mr. Meares's Memorial *of 30th April*, 1790. No. VI.]

OF the ninety-ſix ſkins, which I have permitted to be embarked on board the Columbia, to Captain Robert Funter, and Pilot Thomas Barnet, on their account, they ſhall pay to the Captain of ſaid frigate, John Kendrick, the correſponding freight for ſaid ſkins, as alſo the ſupport of the crew, and payment of ſaid individuals; becauſe that they might not loſe their labour and pain, I have given this permiſſion, leaving to the ſaid captain and pilot their right, apart, to demand of Don John Cawalho, in whoſe ſervice they were, *of the London Company of Free Trade*, as this has ſatisfied the expences incurred by ſaid Cawalho in his veſſels by means of the purchaſe.

On board this frigate under my command, in the Port of St. Lawrence of Nootka, 14th July, 1789.

(Signed) STEPHEN JOS. MARTINEZ.

This is original copy of an order, which they ſay Don Stephen Joſeph Martinez, Captain of the Spaniſh frigate, gave.

Canton, 2d December, 1789.

MANUEL NETGOLE, Firſt Supercargo of the Philippine Company.

Witneſs,
HENRY HOPMAN, Third Supercargo.

No X.

DEPOSITION *of the* OFFICERS *and* MEN *of the Schooner* NORTH-WEST AMERICA.

[*In* Mr. Meares's Memorial *of 30th April*, 1790. No. VII.]

WE, the undermentioned Captain and Seamen of the North-Weſt America, a veſſel of forty tons burthen, or thereabouts, built in King George's Sound, on the North Weſt Coaſt of America, by Captain John Meares, agent for the Society of Britiſh Mer-

chants trading to thoſe parts, and launched under the colours of Great Britain, make oath before the Chief Supercargo of the Honourable Eaſt India Company reſident at Canton:

That in the month of September, in the year of our Lord 1788, the carpenters of the ſaid John Meares did, with the aſſiſtance of divers natives of America, build, launch, and equip a ſchooner of forty tons, or thereabouts, in the ſound or port diſcovered by the late Captain James Cook, and named by him King George's Sound, in honour of our moſt gracious ſovereign; that the ſaid John Meares did name the ſaid veſſel the North-Weſt America, as the firſt veſſel ever built in that part of the world; that ſhe was equipped at a great and heavy expence of ſtores, tackle, and furniture, particularly iron, the moſt valuable commodity in thoſe parts; that all thoſe ſtores, iron, &c. were conveyed to the American coaſt, with infinite labour, coſt, charge, and expences, on the ſhip Iphigenia, as appears by her books of outfit and equipment; that the ſaid John Meares did appoint Mr. Robert Funter maſter of the North-Weſt America, deeming him a full and ſufficient perſon to conduct her commerce and guidance, and did alſo appoint Peter Henry, Robert Davidſon, and John Eaſt, quarter-maſters of the ſaid ſchooner, as well as Thomas Thiſtlewood, William Graham, and John Clarke, mariners, all ſubjects of the crown of Great Britain; and alſo aſſiſting, a native of China, a carpenter, and Aſſee and Aehaw, mariners of the ſame country, to compoſe her crew, to trade along the North-Weſt coaſt of America, on account and for the benefit of the aſſociated merchants of Great Britain trading to thoſe parts; and that we, the abovementioned people, have been paid our full and juſt wages agreeable to juſtice, from the time of our firſt ſailing from China until the time of our return, as the books of outfit will ſhew, and agreeable to our receipts.

That on the 9th of June, 1789, being returned to King George's Sound from a trading expedition amongſt the Charlotte's Iſles, unſuſpecting enemies or other hoſtile attacks, there did come from thence boats manned and equipped for war, commanded by Don Joſeph Stephen Martinez, commander of two ſhips of war of His Catholic Majeſty then in King George's Sound, and did tow or convey the ſaid North-Weſt America, her crew, tackle, cargo, and furniture, into the ſaid Sound, and did anchor her cloſe to the Spaniſh ſhips of war, and then did take poſſeſſion of the ſchooner, her tackle, cargo, furniture, goods and chattles of the aſſociated merchants, in the name of His Catholic Majeſty, and as a good and lawful prize.

That the ſaid ſchooner North-Weſt America did barter and trade with the natives of the North-Weſt coaſt of America, for two hundred and fifteen ſea-otter ſkins of good and prime quality; that the ſaid number of two hundred and fifteen ſea-otter ſkins were put on board of the ſloop Princeſs Royal, of London, belonging to the aſſociated merchants, for their uſe and advantages.

That

That the ſaid Robert Funter and his crew were removed priſoners on board the ſaid Spaniſh ſhips of war, to their vexation, detriment, and loſs; and that the ſaid ſchooner North-Weſt America was taken out of his care, and given up to the plunder of the ſubjects of His Catholic Majeſty; that the colours of Spain were hoiſted on board the ſaid North-Weſt America; that every formality was uſed by the Spaniards, by ſprinkling holy-water, &c. on the above veſſel, in order to cover their unjuſt and cruel proceedings.

That the quantity of trade and commerce on board the North-Weſt America, when taken by the Spaniards, was great and conſiderable; and that being in want of proviſions, ſhe returned to King George's Sound, in the ſole hopes of meeting with ſome of the ſhips of the aſſociated merchants, to receive from them the ſupplies wanted; that numbers of ſkins were left behind amongſt the Charlotte's Iſles; and we do aver, to the beſt of our belief, that had there been ſufficient proviſions on board the ſchooner, ſo as to have permitted her further ſtay, that one thouſand ſea-otter ſkins would have been collected, in addition to the two hundred and fifteen above-mentioned: and we further make oath, That the detention in King George's Sound, by Don Joſeph Stephen Martinez, was to the ruin of the voyage, and the irreparable loſs of the aſſociated merchants.

That the ſaid North Weſt America was immediately equipped and manned by Don Joſeph Stephen Martinez, with Spaniſh officers and ſeamen, with Mr. David Coolidge, firſt mate of the ſloop Waſhington, of the United States of America, a pilot; that ſhe ſailed from King George's Sound under the Spaniſh flag on a trading voyage; that in the month of July ſhe returned to the ſaid Sound with a cargo of ſeventy-five ſea-otter ſkins, or upwards, to the heavy loſs of the aſſociated merchants.

That we do further make oath, That Don Joſeph Stephen Martinez did offer to Mr. Robert Funter to go as pilot to the ſchooner, to ſhew the different harbours where ſkins were to be collected, and to trade along the coaſt; and as an inducement to accept of this ſtation the ſaid Don Joſeph Stephen Martinez did offer unto the ſaid Mr. Robert Funter the half of all furs or valuables collected during the voyage; and the ſaid Mr. Robert Funter having acquired a conſiderable knowledge of the trade of the North-Weſt coaſt of America, was preſſed by Don Joſeph Stephen Martinez to diſcover the nature of the commerce, and to enter into their ſervice. And we do further make oath, That the offers of Don Joſeph Stephen Martinez were rejected with indignation, as incompatible with our being in the ſervice of the aſſociated merchants.

That the ſaid Don Joſeph Stephen Martinez did make uſe of all manner of threats and other unlawful endeavours of puniſhments and impriſonments, &c. &c. &c. to induce the ſaid Robert Funter to make ſome inſtrument of writing, whereby the right and title of ſaid ſchooner North-Weſt America, ſhould be conveyed to the above Don Joſeph Stephen Martinez; that all thoſe efforts and threats were ſuſtained without giving ſuch

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an inſtrument in writing: And do further make oath, That of the two hundred and fifteen ſea-otter ſkins collected on board the North-Weſt America, twelve were either loſt or ſtolen on board the Spaniſh ſhip Princeſſa, which reduced the above number of two hundred and fifteen to two hundred and three ſkins, which were put on board the Princeſs Royal.

That on or about the 14th of July, the Princeſs Royal of London, being in want of wood and water, and otherwiſe much diſtreſſed, did ſail into King George's Sound, and did anchor near to the Ships commanded by the ſaid Don Joſeph Stephen Martinez; and that Mr. William Hudſon, maſter of the above veſſel, finding the ſchooner North Weſt America, belonging to the aſſociated merchants, with cargo and tackle, &c. ſeized by the Spaniards, did receive on board the ſaid ſloop Princeſs Royal, with the leave and licence of Don Joſeph Stephen Martinez, the number of two hundred and three prime ſea-otter ſkins, on account of the aſſociated merchants; the ſaid Don Joſeph Stephen Martinez having determined to capture the hull and tackle of the North Weſt America, but liberate the cargo of the above number of two hundred and three ſea-otter ſkins.

That the above ſloop Princeſs Royal, William Hudſon, maſter, did put to ſea out of Nootka Sound, having on board the above cargo of the aſſociated merchants, and after having ſigned a receipt for the above ſkins, which receipt is attached to this affidavit.

And we do further make oath, that the receipt attached to this affidavit, is the true and juſt receipt received from William Hudſon, maſter of the Princeſs Royal.

And we do make oath, that the ſhip Argonaut, commanded by Lieutenant James Colnett, of his Majeſty's navy, and belonging to the aſſociated merchants, did arrive off King George's Sound, on or about the 3d of July 1789; and that Don Joſeph Stephen Martinez perceiving the ſaid veſſel in the offing, did man and equip a launch with ſeventy men and upwards, and went himſelf, accompanied by Mr. Richard Howe, an American, and ſupercargo of the ſhips Columba and Waſhington, belonging to the United States of America, and then in King George's Sound, and went on board the ſaid ſhip Argonaut, where he was received with every friendſhip and civility; that the Argonaut being come off a long voyage, and otherwiſe much diſtreſſed, was enticed and decoyed into the ſaid Sound by the aſſurances, and reſting on the faith of Don Joſeph Stephen Martinez, who promiſed him every aſſiſtance and friendſhip; and that the ſhip Argonaut having in conſequence of this, entered King George's Sound, was boarded by armed boats equipped from the Spaniſh ſhips, and ſeized and made a prize of, her officers, crew, and cargo, in the name of his Catholic Majeſty, by Don Joſeph Stephen Martinez; and that the officers and crew were immediately removed on board the Spaniſh ſhips, and the Britiſh ſhip Argonaut was given up by Don Joſeph Stephen Martinez to plunder, not only the goods, &c. of the aſſociated merchants, but the private moveables and valuables of the officers and crew.

That

That Don Joſeph Stephen Martinez, with prieſts and all due formalities, hoiſted the flag of Spain on the Britiſh ſhip Argonaut, and did threaten Captain James Colnett, that if he did not comply with all orders, injunctions, and other demands, that they would immediately hang the ſaid Captain James Colnett at the yard arm, which preſſed ſo forcibly on the mind of the ſaid Colnett, that it deprived him of his ſenſes; that he made repeated attempts to deſtroy himſelf, and did once jump out of the cabin window into the ſea, and was with difficulty ſaved.

That the ſaid Don Joſeph Stephen Martinez, being in poſſeſſion of the ſhip Argonaut, did take out of her the greateſt part of her copper trade, arms, great guns, ammunition, proviſions, tar, pitch, canvas, and other naval ſtores, with all the charts, inſtruments, &c. of the officers.

We do further make oath, that the journal of the ſhip Argonaut was true and faithfully delivered by Mr. Robert Duffin, firſt officer of the ſaid ſhip, to Mr. Robert Funter, maſter of the N. W. America, as well as the letters ſigned Robert Duffin, and addreſſed to John Meares, agent for the aſſociated Britiſh merchants trading to the North Weſt coaſt of America, which journals or letters are attached to this affidavit.

And we do make oath, that on the 13th of July the ſloop Princeſs Royal of London was out at ſea, in the offing of King George's Sound, and that Mr. Robert Hudſon, maſter of the ſaid ſloop, did take his boat and row into the ſaid Sound, and that himſelf, boat and crew, were ſeized by Don Joſeph Stephen Martinez, who made priſoners of them; and did by force and threats of hanging him at the yard arm, get the ſaid William Hudſon to write a letter on board the Princeſs Royal, then lying off at ſea, to deliver up without conteſt the above ſloop; and that Don Joſeph Stephen Martinez did order his ſecond Lieutenant, named Montefare, to take armed boats, equipped for war, and go on board the Princeſs Royal, and deliver the ſaid written letter to the commanding officer on board; and that thoſe boats did accordingly go to the Princeſs Royal, and did ſeize her, and with force confined the crew below the deck, and did carry her into King George's Sound, when Don Joſeph Stephen Martinez did order the Spaniſh colours to be hoiſted on the Princeſs Royal, and captured her officers, crew, cargo, tackle, and furniture, in the name of his Catholic Majeſty.

That to the beſt of our knowledge and belief, the ſaid Princeſs Royal had on board two hundred and ſeventy prime ſea otter ſkins belonging to the aſſociated merchants, as well as two hundred and three prime ſea otter ſkins received from Mr. Robert Funter, maſter of the N. W. America, making in all four hundred and ſeventy three prime ſea-otter ſkins, all which were ſeized by the ſaid Joſeph Stephen Martinez, in the name of his Catholic Majeſty.

That the ſaid Don Joſeph Stephen Martinez did take poſſeſſion, with all due form, &c. &c. of the Princeſs Royal of London. And we do further make oath, that Don Joſeph Stephen Martinez did give us, the above-mentioned Mr. Robert Funter and ſea-

men, leave and licence to return to China in the American ſhip Columbia; and that we did embark on board the ſame ſhip, and did return to China on the 2nd of November, 1789; and that previous to our leaving King George's Sound, and the North-Weſt coaſt of America, we did ſee ſail out of the ſaid port, the Britiſh ſhip Argonaut under the Spaniſh flag, a prize to Don Joſeph Stephen Martinez, having on board Captain James Colnett, Mr. Robert Duffin, and the greater part of her crew, with a guard of fifty Spaniſh ſeamen, bound to the Spaniſh port of St. Blas, in the latitude of 21° or thereabouts, agreeable to the orders of Don Joſeph Stephen Martinez; and that Joſeph Tobar, firſt Lieutenant of the Spaniſh ſhip Princeſſa, was in command of the Argonaut on her leaving King George's Sound; and that the Columbia, and the American ſloop Waſhington did depart from King George's Sound together, unmoleſted in any meaſure by the Spaniards, but on the contrary in full friendſhip and alliance, leaving in that Sound Don Joſeph Stephen Martinez, with his two ſhips, and the ſloop Princeſs Royal and the N. W America as prizes. That the Columbia and Waſhington did ſteer to a harbour to the Southward of King George's Sound, where they ſeparated, the Columbia returning to China, and the Waſhington remaining on the coaſt.

That we do further make oath, that Don Joſeph Stephen Martinez did order a certain number of ſea-otter ſkins (the number of which we cannot aſcertain) to be put on board the American ſhip Columbia, previous to her and the Waſhington's leaving King George's Sound, and that the ſame ſhip Columbia did go to ſea with thoſe ſkins on board; and on the arrival of the two American ſhips at the port above-mentioned to the Southward, Mr. John Kendrick, maſter of the ſhip Columbia, did leave the ſaid ſhip, and go on board the ſloop Waſhington, taking the above-mentioned Spaniſh ſkins with him; and Mr. Robert Grey, maſter of the ſloop Waſhington, did go on board the ſhip Columbia, and took charge of the ſaid ſhip, quitted the coaſt of America, and returned to China as above-mentioned, leaving the ſloop Waſhington in the above-mentioned harbour to the Southward.

And we do further make oath, that the proviſions agreeable to the receipt attached to this affidavit, were put on board the ſhip Columbia, by order of Don Joſeph Stephen Martinez, in order, as he ſaid, to victual us, the captain and crew of the N. W. America; but that, inſtead of being appropriated to this uſe, part thereof were put on board the ſloop Waſhington, then commanded by Mr. Kendrick, in order that ſhe might continue out a longer trading voyage on the coaſt of America.

That the ſaid Don Joſeph Stephen Martinez did order to be ſhipped on board the ſhip Columbia, commanded by the ſaid Mr. Grey, the number of ninety-ſix ſea otter ſkins, for the purpoſe of fulfilling the contents of a Spaniſh paper attached to this affidavit, duly authenticated by the chief of the Spaniſh Eaſt India Company at Canton.

And we do further make oath, that the ſhip Columbia, on quitting the coaſt of America, was ſo weakly manned, that we do verily believe that ſhe would not have been able

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to have returned to China, had it not been for the exertions of us, the maſter and ſeamen of the N. W. America; that the reaſon of this weakneſs on board the Columbia was their ſending the greater part of their crew on board the ſloop Waſhington, in order that ſhe might be manned, and made more competent to continue on the coaſt of America.

Sworn at Canton, before the Honourable Eaſt India Company's chief Supra-cargo, this fifth day of December, one thouſand ſeven hundred and eighty-nine:

(Signed)

ROBERT FUNTER, Maſter of the N. W. America.
ROBERT DAVIDSON, Quarter-maſter.
PETER HENRY, Quarter-maſter.
JOHN EAST, Quarter-maſter.
WILLIAM GRAHAM, } Seamen.
THOMAS LITTLEWOOD, }

Sworn before me, at Canton in China, this fifth day of December, one thouſand ſeven hundred and eighty-nine.

(Signed)

JOHN HARRISON jun. Chief Supra-cargo.

No XI.

JOHN KENDRICK's RECEIPT *for* Proviſions, &c. *on board the* Ship COLUMBIA.

[*In Mr. Meare's Memorial of the 30th April*, 1790. *To accompany Incloſure, No.* 7.]

13th JULY, 1789.

RECEIVED from on board the Snow Argonaut, on board the ſhip Columbia, the under-mentioned articles; viz.

5 Caſks of ſalt proviſions.
20 Pickles of rice.
2 Small caſks of vinegar.
12 Squares of ſhoe leather.
2 Small caſks of vinegar.

Per JOHN KENDRICK.

The above is a true copy of the original, ſigned as above, &c.

Per ROBERT DUFFIN.

APPENDIX.

No. XII.

EXTRACT *of the* JOURNAL *of the* IPHIGENIA.

[*In Mr. Meare's Memorial of 30th April*, 1790. No. 8.]

REMARKS, *&c. on* BOARD *the* IPHIGENIA NUBIANA.

April 20th, 1789. AT one P. M. a breeze ſprung up from the N. W; ſtood in for the Sound. At ſeven P. M. the tide and wind failing, dropped the ſtream anchor in fifty fathoms water, one mile from the ſhore, and two miles from Friendly Cove. At 10 A. M. weighed with a Southerly wind: ſhortly afterwards came along-ſide Captain Kendrick and officers; they had wintered in Friendly Cove, and had only removed a few days with their ſhip up to Moweena, about eight miles higher up the Sound. At eleven A. M. dropped anchor in the Cove, and moored with the pieces of junk; employed unbending ſails and getting the top-gallant maſts and yards down on deck:—This log at midnight.

21*ſt*.—Light winds and variable: the limbers being all choaked with the ſand-ballaſt, ſo that the water could not find its way into the pump well, ſet all hands to work in the morning to clear the hold: departed this life Acchon Aching, a ſeaman; he was delirious from the time of his fall from the croſs trees till he died: interred the corpſe on ſhore.

22*d*.—The wind from the N. W. and S. W. with fair weather; ſent ſome ſails on ſhore, and erected a tent to put our empty caſks in; employed in the hold, the cooper overhauling the proviſions and putting freſh pickle in the caſks.

23*d*.—Firſt part light winds and variable; employed heaving out ballaſt; in the morning moved the tank to get to the limbers. At 10 A. M. arrived the ſloop Waſhington from the Southward; I found that they had been out ſix weeks, and had procured about 300 ſea otter ſkins.

24*th*.—Strong gales and hazy weather, with rain; employed moving the great guns in the hold, which we found a very laborious piece of work; every rope we had in the ſhip gave way, ſo that we were obliged to borrow a fall from the American ſloop. Having intelligence that a ſail was in the offing, diſpatched the long-boat to her aſſiſtance; found her to be our conſort the N. W. America; at noon ſhe anchored in the Cove. Sailed out of the Cove the ſloop Waſhington for Moweena.

25*th*.—Freſh gales and cloudy weather, with the wind from the S. W. Having intelligence that the American ſloop was bound to the Northward as ſoon as they could get trade wrought up, I gave orders for the ſchooner not to unbend her ſails, but to be hauled on ſhore immediately, to ſtop her leaks. At ſix P. M. having ſtopped her leaks

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as well as we could, by nailing lead over them, (for we had neither pitch or tar on board) and ſcrubbed her bottom, at ten hauled her off the ways.

26*th*.—In the morning hauled the ſchooner along-ſide, and ſtruck her guns and other ſtores in; ſent likewiſe on board her the following articles, viz. all the canvas I had got, one puncheon of bread, one caſk of yams, one of pork, two of my beſt men, and ſecond officer, who was well acquainted with the part of the coaſt I intended to ſend her; I ſent on board her as trade, fifty bars of iron, thirty cut up, two hundred choppers, three dozen of adzes, one dozen of wood axes, and a quantity of large blue beads.

28*th*.—Moderate and clear weather, with the wind from N. E. At day-light towed the ſchooner out of the Cove, the long-boat attending her out to ſea about two leagues.

May 6*th*.—Moderate and fair weather; having intelligence from the natives, that a veſſel was in the offing, in the morning I ordered the long-boat to go off with the chief officers, (being unwell myſelf); about ten I was acquainted by my people, that the veſſel appeared to be a ſhip, and not like the Felice; at eleven ſhe dropped anchor, and ſaluted me with nine guns, which I returned; my boat came on board, and acquainted me ſhe was a Spaniſh ſhip of war, commanded by Commodore Don Stephen Joſeph Martinez, on diſcovery; that there were two others, a ſhip and a ſnow, that had parted company about fourteen days ago: the Commodore ſent his compliments to me, and requeſted my company on board the Princeſſa (for that was the name of the ſhip) to dinner; I went on board, and carried him a preſent of a long feathered cloak and cap; he told me, on my going on board, he came from Oonalaſhka,—that he had been in Prince William's Sound and Cook's River,—and ſhewed me a copy of a letter I wrote in anſwer to one I received from Mr. Iſmyloff, on the 25th day of June, 1788. At the time I wrote this letter I was in Cook's River; he was at anchor then off Montagu Iſland; how we came to paſs one another, he ſailing from the Sound to Cook's River, and I ſailing from Cook's River to the Sound, I am at a loſs to know. He fell in with the Waſhington to the Northward, and ſupplied her with ſeveral things ſhe was in want of. I acquainted him with my diſtreſſed ſituation,—that the veſſel had like to have foundered before we made the port, for want of pitch and tar to ſtop her leaks,—that I expected my conſort from China every day; if ſhe did not arrive, I muſt beg his aſſiſtance, which he promiſed me. Captain Kendrick arriving from Moweena, after dinner we went on ſhore, accompanied by Don Joſeph, and three padries that were to make all the Indians Chriſtians: I thought they had taken a hard taſk in hand.

7*th*—Foggy weather; people employed in cutting up fire wood.

8*th*—Moderate breezes and fair weather; compleated our fire wood; waiting with great impatience for the arrival of the Felice.

9*th*—Moderate weather. In the morning I accompanied the Commodore, the padries, and his officers to Moweena, to dine with Captain Kendrick: in the evening we returned.

10*th*.—Pleaſant land and ſea breezes. This day Captain Kendrick and officers, the Spaniſh Commodore, and the padries dined on board the Iphigenia; having one Sandwich Iſland hog left, and a few yams, I ſent the hog on board the Spaniſh ſhip, and had it dreſſed after their own faſhion; they added two or three other diſhes, ſo that we made it out pretty well.

11*th*.—Cloudy weather and heavy rain. In the morning the Spaniſh Commodore went up to Moweena, taking his cot and bedding along with him. He promiſed to let me have the articles I was in want of at his return. In the evening we had intelligence by the natives of a veſſel being in the offing.

12*th*.—Moderate and cloudy weather. In the morning, having got ſome pitch and tar from the Princeſſa, hauled the long boat aſhore, and ſet the carpenter and caulker to work to caulk her bottom. At three P. M. having finiſhed the long boat, I intended to ſend him down to Wiccananiſh. At five P. M. Mr. Adamſon acquainted me that Captain Meares was in the offing, and that the natives had ſold him ſome fiſh; (having been unwell for ſome time paſt, and now confined to my bed,) I ordered him to go off with the long boat to his aſſiſtance. At ſix ditto I was acquainted ſhe dropped anchor one mile to the Northward of the port and hoiſted Spaniſh colours.

13*th*.—Moderate and cloudy weather. At ten A. M. came in and dropped anchor in the cove, the Spaniſh ſnow St. Carlos, commanded by Captain Arrow. He ſent his compliments to me, and requeſted my company to dinner; being unwell I declined his invitation. In the afternoon he paid me a viſit; and in the evening the Commodore came down from Moweena, accompanied by Captain Kendrick, and ſome of his officers.

14*th*.—At nine in the morning the Spaniſh commodore ſent for me and Mr. Viana on board the Princeſſa. As ſoon as I was on board he took out a paper, and told me, that was the King of Spain's orders to take all the veſſels he met with on the coaſt of America; that I was now his priſoner. I urged the diſtreſs we were in before we reached the harbour; the veſſel without cables; no pitch nor tar on board to ſtop her leaks; no bread on board, nor any thing to live on but ſalt pork; that if I had ſteered for any port in South America, the Spaniards would not have ſeized my veſſel, but ſupplied me with the neceſſaries I was in want of, agreeable to the laws of nations; to take me a priſoner in a foreign port that the King of Spain had never laid claim to, was a piece of injuſtice that no nation had ever attempted before: but that, ſooner than be detained as a priſoner, (although the veſſel had like to have foundered before we got into the harbour,) if he would give me permiſſion, I would inſtantly leave the port. This was denied. Forty or fifty men, with ſome officers, went on board, hoiſted the Spaniſh colours, and took poſſeſſion of the Iphigenia. The keys of my cheſt were demanded; my charts, journals, papers, and in ſhort, every thing that was in the veſſel, they took poſſeſſion of. I was not ſo much as allowed to go on board. I enquired the cauſe of his not taking the Waſhington ſloop, as he had orders from the King of Spain to take every veſſel he met with on this

this coaſt. He gave me no ſatisfactory anſwer; but told me my papers were bad; that they mentioned I was to take all Engliſh, Ruſſian and Spaniſh veſſels that were of inferior force to the Iphigenia, and ſend or carry their crews to Macao, there to be tried for their lives as pirates. I told him they had not interpreted the papers right; that though I did not underſtand Portugueſe, I had ſeen a copy of them in Engliſh at Macao, which mentioned, if I was attacked by any of thoſe three nations, to defend myſelf, and if I had the ſuperiority, to ſend the captain and crew to Macao to anſwer for the inſult they offered. The padries and the clerk read the papers over, and ſaid they had interpreted the papers right.

In the evening of the 15th, Captain Kendrick came down from Moweena; having been informed Captain Kendrick was privy to my being taken priſoner, and that it was ſettled when the Spaniſh Commodore was laſt at Moweena, when he came on board the Iphigenia I refuſed to ſee him. This being reported to the Spaniſh Commodore, I was ordered, at ten o'clock at night (although I was very unwell) to turn out, and carry my bed on board the Spaniſh ſnow, it both raining and blowing at the time. Here I remained for ſome time without a ſoul to ſpeak to. My ſervant, who was a Manilla man, and ſpoke the language very well, was not permitted to come near me, for fear of his diſcovering ſome of their proceedings that was carrying on. In ſhort, they ſtole a number of things, and afterwards laid the blame on my ſervant. My people were divided between the two veſſels, and every method made uſe of to entice them to enter. The ſails were bent, and ſome new running rigging wove. A captain was appointed, and officers, to carry me to St. Blas. My officers were to be detained, and one half of my people on board the two Spaniſh ſhips, and I was requeſted to chooſe the quieteſt of my men to go along with me. A liſt of them I was deſired to give to the commodore, as we were to ſail in a few days. This I would not comply with, but told him, he might ſend home if he thought proper; that the Iphigenia was not fit to go to ſea till ſhe was caulked, and her leaks ſtopped. This they immediately ſet about. After taking every thing out of her, copper, iron, trade of every kind, and all my Sandwich Iſland pork, they fill'd the afterhold with ſand ballaſt, that we had been at ſo much pains to get out. The ſhooner North-Weſt America, and the Felice, being daily expected in, none of us were permitted to ſpeak to the natives, although I found an opportunity to acquaint Maquilla, and the other chiefs, as did Mr. Ingraham, chief officer of the Columbia. We requeſted them to have boats ready to go off to Captain Meares and Captain Funter, and acquaint them not to come in to Nootka: that I was *cap chetled*, that is, taken; they told us they underſtood. They wanted to know if I was now a colt, that is, a ſlave,—that if I would go with them, they would ſend boats to watch for an opportunity to carry me off. They inſtantly ſhifted their village about four miles to the Northward, ſo that I am in great hopes both Captains Meares and Funter will have intelligence of my being captured. One of my people on board the Iphigenia, the ſervant, was bargaining

with the natives for ſome fiſh they had in their boat; the Spaniards, not underſtanding what was ſaid, ordered him on board the Commodore's ſhip, and put him into the ſtocks, where he was ſtrictly examined, and threatened ſeverely, if he did not tell whether he had mentioned to the natives for them to go and tell Captains Meares and Funter not to come into Nootka. When they found he had not mentioned any thing about the other veſſels, they wanted to know if the natives had not told him they had ſeen a veſſel in the offing: he told them they had not. He was after this ſet at liberty, but ordered never to converſe with the Indians, nor ſpeak to them in future. I afterwards had a conference with Captain Kendrick, he denied being acceſſary to my being taken; that the Spaniſh Commodore had mentioned to him he would take Captain Meares priſoner as ſoon as he arrived in the harbour; that he had ſaid every thing, and had made uſe of all his intereſt to prevent my being taken priſoner: how far this is true, I ſhall leave it for him to diſcover.

On the 22d the irons arrived from Moweena, which were made by Captain Kendrick's armourer. We were now to proceed inſtantly to St. Blas, and I was once more requeſted to chooſe one half of my men, as the other half was to remain with my officers. Finding not one of them would enter, or deſert me, I declined giving the preference to any. Before we ſailed, I requeſted my own private papers might be delivered up, likewiſe a copy of my ſhip papers, which was promiſed me. The interpreter, when he came to that part which mentions my defending myſelf in caſe I was attacked, and, if I had the ſuperiority, to carry the aggreſſors to Macoa to be tried for the inſult, mentioned to the Commodore, in my preſence, that he thought the papers very good. I told him if that was the only cauſe he had to alledge againſt me, it would not be difficult for me to caſt him in any court of juſtice in Europe. He had now got every thing out of her that he took a liking to; and what things I had belonging to myſelf, he robbed me of in as gentle a manner as he poſſibly could, by letting me know he muſt have my gold watch, my ſectant, my ſtove, and all my charts; likewiſe all my long feathers, cloaks and caps, that Tianna and his relations preſented me with; even my ſhoes and boots, and very bed cloaths went; as a reaſon for ſo doing, he told me ſome of thoſe things could be got at Mexico. He now propoſed to return the veſſel, and ſupply me with proviſions to carry me to the Sandwich Iſlands, if I would ſign a paper that was already prepared and preſented me. This I refuſed to comply with till I had witneſſes, and knew the contents of the paper: Mr. How, ſupercargo of the Columbia, was requeſted to write a letter to Captain Kendrick and Mr. Ingraham, to come down from Moweena, to be witneſſes to the papers I was to ſign.

On the 24th they arrived; the papers were interpreted to me, which mentioned he arrived on ſuch a day, and found me in the Bay of St. Lawrence, Nootka; that I was in diſtreſs, and in want of every thing; that he had not ſtopped my navigation, but ſupplied me with every neceſſary I was in want of to carry me to the Sandwich Iſlands.

This

This paper I refuſed ſigning, for two reaſons; one was, he had not only ſtopped me in my navigation, but had taken poſſeſſion of the ſhip, and every thing that belonged to her; another was, the Spaniards could lay no claim to a port they had never before ſeen, nor had any of the King of Spain's veſſels ever entered. The Commodore ſaid, in the year 1775 he was ſecond officer* on board a king's frigate that was on diſcovery, that ſaw the port, and named it the Bay of St. Lawrence. I told him, having the chart of that voyage by me, I begged leave to differ in opinion from him. If I did not chuſe to ſign the papers, he told me he would keep the veſſel and ſend her along the coaſt as a privateer to trade with the natives. The papers were inſtantly laid aſide, and Captain Kendrick went up to Moweena. The ſame evening he told me his orders were to take Captain Kendrick if he ſhould fall in with him any where in thoſe ſeas; and mentioned it as a great ſecret that he would take both him and the ſloop Waſhington as ſoon as ſhe arrived in port.

The 24th and 25th, a heavy gale blew from the South Weſt, the Spaniſh veſſels had each four anchors a-head; the Commodore requeſted I would go on board the Iphigenia with my officers and people, and ſecure her; having nothing on board to ſecure her with, I declined having any thing to do with her; he was therefore under the neceſſity of ſending two eight-inch hawſers, and making her faſt to Hog Iſland. As I was not permitted to go on ſhore, I did not know much of what was carrying forward there; they were buſy in erecting forts on Hog Iſland, and, by what I learned, they were cutting down large trees to build houſes. The Commodore acquainted me, that laſt year, when he was at Oonalaſhka, Mr. Iſmyloff told him he expected three veſſels from Kamtſchatka with a number of men; that on their arrival at Oonalaſhka, he was to take the command, and conduct them to Nootka Sound, where they were to form a ſettlement; that he expected to arrive at Nootka by the middle of July, or 1ſt of Auguſt, 1789; that two Ruſſian frigates were to ſail from Peterſburgh by the way of Cape Horn, and join them in Nootka Sound with ſtores and other neceſſaries that they might want. On his arrival at St. Blas laſt year he ſent an expreſs to the Viceroy, who ordered him to ſail immediately for Nootka, and erect forts to keep the Ruſſians out. He likewiſe acquainted me, that in the year 1786, two Engliſh veſſels were caſt away, one was drove aſhore at her anchors on the iſland Maidenoi Oſtroff; that all the hands periſhed except three men that happened to be on ſhore; they were ſent over land to Peterſburgh. The officers of the other veſſel being on ſhore, they put to ſea, and as there was no perſon on board that could navigate the veſſel, ſhe was never afterwards ſeen or heard of. As they now had got poſſeſſion of my charts and journals, the Spaniſh Commodore intended to ſend the St. Carlos, Captain Arrow, to the Northward as ſoon as they could get her bottom cleaned and her ſides caulked. Captain Kendrick was likewiſe ready for ſea, and he was going.

* This was Maurelle's ſhip the Commodore was in.

ing to puſh to the Northward. My people were after me every hour of the day, requeſting that I would ſign the papers, that they might get on board their own veſſel. Although the Commodore had promiſed to ſupply me with what he thought would be neceſſary to carry me to the Sandwich Iſlands, and made this promiſe before Mr. How and Mr. Ingraham, ſtill there was no dependance to be put on his word; however, on the 26th this paper was once more produced, and I was under the neceſſity of ſigning it.

At eleven o'clock on the 26th, I carried my people on board, and took poſſeſſion of the Iphigenia; I was not above half an hour on board when a meſſage came that I was wanted on board the Princeſſa. When I went on board, I was told by Don Joſeph Stephen Martinez (in the preſence of Mr. Ingraham) that, although he had given me back the Iphigenia, he would not permit me to ſail till the arrival of the ſchooner North-Weſt America, and that I muſt ſell her to him for the price that Captain Kendrick and his officers ſhould ſet on her. I told him the ſchooner did not belong to me; that I had no power to ſell her; and that he might act as he thought proper on the occaſion. In the afternoon the Spaniards left the ſhip, each carrying off what he could lay his hands on.

May 27*th*.—Cloudy weather, with the wind from the Weſt; looſed the ſails to dry; employed heaving out the ſand ballaſt. In the evening the Commodore acquainted me he had intelligence from the natives that the ſchooner was in a port a little way to the Northward. He got out ſome ink and paper, and requeſted I would write a letter to Captain Funter to come into Nootka Sound. This I would not comply with, ſo that he refuſed to ſend my ſtores, or any of his own on board me.

28*th*.—Freſh breezes and fair weather; employed fitting the rigging in its old places.

29*th*.—I made out a liſt of what articles I was in want of; my chief demand was a cable of eleven inch, bread, ſome pitch and tar, together with forty fathoms of four-inch rope for top-ſail ſheets, and the rope that was woven when the veſſel was in their poſſeſſion. The Commodore ſent me word he would let me have what things he thought neceſſary, and what he could beſt ſpare, ſo that I received on board the following articles, viz. one caſk of beef for three caſks of Sandwich Iſland pork that was kept; four bags, weighing each 20lb. one box of bread, weighing about 150lb. two bags of rice, four of beans; eight bags of flour; one cheſt of pitch; one bladder of tar; and one eighteen-gallon keg of Spaniſh Brandy; rope of three inch, eighteen fathoms; one coil of one and an half inch, containing fifty fathoms; and thirty fathoms of two inch. The reſt of the cordage and other things were wove and ſent on board when I was a priſoner.

30*th*.—Employed rigging the top-gallant maſts. In the afternoon an account of the articles we had received was brought on board, charging five times the quantity, and five times the ſum they coſt; in ſhort, I was going to return moſt of them, but I found if I returned any I muſt return the whole. As I had made no charge againſt him of my pork, iron, copper, watch, ſtove, ſextant, cloaks, caps, and charts which he had deprived me of; on this account I granted him the bills he requeſted. There was another thing

thing I was obliged to comply with; viz. by great promiſes he got my ſervant, who was a Manilla man, to enter on board the Princeſſa;—I was therefore under the neceſſity of diſcharging him, and paying his wages up to the day he was diſmiſſed.

31ſt.—As I was determined to be detained no longer, I went on board in the morning of the 31ſt, and acquainted Don Stephen Joſeph Martinez that the moment the wind favoured me, I would ſail for the Sandwich Iſlands. I found there were objections made: the Commodore acquainted me he had information that I intended to go to the Northward. As I had taken great care not to give the leaſt hint to any perſon of my future intentions, I mentioned, that whoever he was that told him ſo, could not be ſo well acquainted with the ſtate of my veſſel as he was himſelf; that by his own calculation I had not above ſix weeks proviſions; that he had only left me ten or twelve bars of iron, which would only purchaſe me as many ſea-otter ſkins, and if I was even to diſpoſe of them, the conſequence would be but ſmall; we ſhould only be ſtarved before we got to Macao, as he had left us nothing elſe to purchaſe our hogs with at the Sandwich Iſlands; beſides he had not left a chart to carry me to China, let alone along the coaſts of America. My people, I told him, were on high wages, and that it was neceſſary for me to make the beſt of my way to Macao, having no other proſpect but to leſſen the expences of the voyage as much as lay in my power.

June 1ſt.—I gave orders to unmoor, and requeſted he would let me have my great guns, ſmall arms, and ammunition; which he complied with. Captain Kendrick and officers having come down from Moweena, they acquainted me the Columbia would ſail the day following to the Northward. Another paper was produced, which the Commodore requeſted I would ſign, and be witneſſed by Captain Kendrick and Mr. Ingraham; the contents of this paper, they told me, was, if my papers were bad, the veſſel was to be delivered up at Macao. It was eaſy to ſee through thoſe artifices. I ſigned the paper, and requeſted a copy, but this was not complied with. A dinner being provided on board the Princeſſa, every method was made uſe of by Captain Kendrick and others to find out if I intended to touch to the Northward. I gave them the ſame anſwers as before, telling them I had no intention to throw away the lives of my people. On this day they drank my health, wiſhing me a good voyage to Macao, and accompanied it with thirteen guns. As ſoon as dinner was over I went on board, accompanied by Captain Kendrick and officers, and the Spaniſh Commodore. A light breeze ſpringing up from the Northward, I gave orders to get under way. The Commodore told me I muſt leave a letter for Captain Funter, if he ſhould arrive in Nootka Sound, to ſell the ſchooner. I acquainted him, neither Captain Funter nor myſelf had power or authority to ſell the ſchooner; that I would write a letter, and leave it with him, to be delivered in caſe of his returning to Nootka Sound. I ſhall here inſert a copy of the letter I left.

APPENDIX.

To CAPT. ROBERT FUNTER, *Commander of the Schooner* NORTH-WEST AMERICA.

"SIR,

"ON the 6th of May, a Spaniſh ſhip of war arrived in Friendly "Cove, Nootka Sound, commanded by Commodore Don Stephen Joſeph Martinez: "on the 13th the ſnow St. Carlos arrived; on the morning of the 14th the Iphigenia "was ſeized, and we were made priſoners, it being alleged our papers were not good. "This being cleared up, I am now permitted to ſail to Macao, being ſupplied with "ſtores and proviſions to carry me to the Sandwich Iſlands. As there is no account of "Captain Mearcs, I am afraid ſome accident has happened to him between the Sandwich "Iſlands and China; if that is the caſe, you will be but poorly off for proviſions. My "own ſituation prevents me from giving you any aſſiſtance; I muſt therefore leave you "to your own good conduct, being as much at a loſs how to act as you can be. All that "I have to ſay is, you will act to the beſt of your judgment for the benefit of your "employers.

"I am, &c.

"IPHIGENIA, *Friendly Cove, Nootka*
"*Sound, 1ſt June*, 1789. "WM. DOUGLAS."

The moment I had finiſhed my letter I gave orders to ſlip the hawſer, and made ſail out of the Cove, the fort on Little Hog Iſland ſaluting me with five guns, which I begged to be excuſed returning. At three P. M. the Spaniſh Commodore and Captain Kendrick left me and went on ſhore. As the wind was from the Northward, I ſtood to the Southward under all ſail; at ſun-ſet Nootka Sound bore North half Weſt, diſtance ſeven or eight leagues.

June 2d.—Having got out of the hands of my enemies, I was now at liberty to judge for myſelf, knowing it would be a length of time before the Spaniards could have their ſnow ready which they intended to ſend to the Northward, and being of opinion they would not permit Captain Kendrick to ſail before ſhe was ready, the interval was therefore mine. I had no idea of running for Macao with only between ſixty and ſeventy ſea-otter ſkins which I had on board. My people had been accuſtomed to ſhort allowance; I therefore gave orders, at midnight to put the ſhip on the other tack, and ſtand away to the Northward. I was in great hopes I ſhould fall in with Captain Funter; and I was fully reſolved, if I did, to take the people and cargo out of her, and ſet her on fire, if I found I could not carry her along with me. At noon we had hazy weather; Nootka Sound bore North Eaſt half Eaſt, diſtance fourteen leagues.

APPENDIX.

No XIII.

COPIES *of* LETTERS *from* MR. DUFFIN *to* MR. MEARES.

[*In* Mr. Meares's Memorial *of 30th April*, 1790. No. IX.]

Nootka Sound, July 12th, 1789.

DEAR SIR,

I BEG to inform you, per favour of Mr. Barnett, with our ſafe arrival in Nootka Sound, after a pleaſant paſſage of nine weeks and four days, during which time nothing material happened. We lived in the greateſt harmony and good friendſhip during the time we have been together, and every thing promiſed fair for a continuation of the ſame; every officer on board ſeeming ſtrenuous for their employers' intereſt. We made the coaſt of America July 3d, at Woody Point, and ſtood along ſhore under an eaſy ſail during the night. In the morning ſeveral natives came off, with the reſt Comekela (that was brought by you from Macao to Nootka); from him we learnt there were five veſſels in Friendly Cove, but could not learn of what nation they were; however he informed us they had captured the North-Weſt American ſchooner, commanded by Mr. Funter. We immediately conjectured that the veſſels were ſome belonging to Mr. Etches, and the American ſhip and ſloop. We made all the ſail we could, intending to get in that night if poſſible. On our nearing the Sound we ſaw a ſloop coming out, which we were informed was the Princeſs Royal, belonging to our concern. We then had not the leaſt doubt but there were ſome of Mr. Etches' veſſels in the Cove. When we were about two miles from the entrance of the Sound, we ſaw a boat coming towards us; it was then between nine and ten o'clock, ſo that we could not diſcern of what country they were. They hailed us in Spaniſh, and aſked if they might be permitted to come on board. They were anſwered in the affirmative; on which they came alongſide, and the officer with ſeveral other gentlemen ſtepped up. We found the former to be the Spaniſh Commodore; thoſe who accompanied him were of his ſhip. After having welcomed them on board, Captain Colnett aſked them down into the great cabin; what their converſation was there I am unacquainted with; but Captain Colnett ſoon told me his intention was to go into Friendly Cove, and the Spaniſh launch took us in tow accordingly. About ten minutes after this, Mr. Barnett came on board, whom I directly introduced to Captain Colnett, who informed him that there was a Spaniſh frigate of twenty-ſix guns. and a ſnow of ſixteen lying in the Cove, as alſo the American ſhip and ſloop; that the former had erected a fort on Hog Iſland, on which ſixteen guns were mounted, and had taken poſſeſſion of the Sound in the name of his moſt Catholic Majeſty

Carolus III. King of Spain; that they had captured the ſchooner, and plundered the Iphigenia, but had permitted Captain Hudſon to proceed without any moleſtation. As the Commodore heard this intelligence, he immediately gave Captain Colnett his word and honour that he would not offer to detain him, but give him every aſſiſtance in his power, in doing which, he only complied with the King of Spain's orders. Under theſe circumſtances, and depending on his honour, Captain Colnett entered the Cove, and brought up between the frigate and ſnow; though I muſt add, that Mr. Barnett, with others of our well-wiſhers, adviſed us to anchor without ſide the Cove, that we might take a view of the ſurrounding objects in the morning. Every thing that night and the next morning ſeemed to wear a favourable aſpect, no obſtacle ariſing that might ſtop our departure.

In the afternoon Captain Colnett went on board the Commodore's ſhip, and requeſted his permiſſion to go to ſea immediately, which at firſt was granted, but on ſecond conſideration, the Commodore deſired to ſee his papers. Captain Colnett left the Commodore, and came on board his own veſſel; when, after having put on the Company's uniform, and his hanger, he took his papers on board the Commodore: he was then informed by that gentleman, that he could not ſail that day; on which ſome high words enſued between them, and Captain Colnett inſiſted on going out immediately, which he ſaid he would do unleſs the Commodore fired a ſhot at him; if ſo, he would then haul down his colours, and deliver himſelf up a priſoner: hardly had he uttered this, but he was put under an arreſt, and his ſword taken from him, the veſſel ſeized, and the officers and crew taken out, and ſent priſoners, ſome on board the ſhip, and the reſt on board the ſnow; but what is moſt particular, he deſired Captain Kendrick to load his guns with ſhot, to take a veſſel that had only two ſwivels mounted; ſo that it was impoſſible to make any reſiſtance againſt ſuch ſuperiority; indeed it would have been madneſs to have attempted it. The Commodore's paſſion now began to abate a little, and he ſent for me from the St. Carlos, where I was impriſoned: when I came to him, he ſeemed to profeſs a very great friendſhip for me, and appeared to be exceedingly ſorry for what, he ſaid, his officers compelled him to do. He declared to me, that he had given Captain Colnett permiſſion to depart, and would have aſſiſted him all in his power, but that Captain Colnett inſiſted on erecting a fort oppoſite his; ſaid he repreſented the King of Great Britain, and that he came to take poſſeſſion in his Britannick Majeſty's name. The Spaniard quoted the ſame, and ſaid he was repreſentative of his moſt Catholic Majeſty the King of Spain: but I have every reaſon to ſuſpect there was a miſunderſtanding between the two parties, for the linguiſt ſpoke Engliſh very imperfectly, and in all likelihood interpreted as many words wrong as right. This is as particular and impartial an account of the above tranſaction as it is in my power to relate; but as this will be accompanied by Meſſrs. Funter and Barnett, who are permitted to take their paſſage in the American ſhip, and who were eye-witneſſes of every tranſaction, it will enable them to explain every particular concerning it more explicitly than I am able to do in writing.

Since

APPENDIX.

Since our being captured, Captain Colnett has been in a high ſtate of inſanity; ſometimes he ſtarts, at others he aſks how long he has to live? who is to be his executioner? what death he is to be put to? with ſuch delirious expreſſions, accompanied by a number of ſimple actions, which induces me, and every other perſon who ſees him, to believe his brain is turned, owing to the great charge that was under his care; and I am ſorry to add, that he has not fortitude enough, in this critical and diſagreeable ſituation, to ſupport this unexpected ſtroke. He has delivered me his inſtructions and the South Sea Company's grant, and requeſts I will act in his name. I have endeavoured to convince the Spaniards, had we known this place had been taken poſſeſſion of by the King of Spain, we would not, on any conſideration, have come here. I have likewiſe wiſhed to perſuade him to peruſe the South Sea Company's grant and our inſtructions; which he refuſes, and tells me it would avail nothing now to do it, as his officers inſiſt on his going with what he acknowledges he too raſhly and haſtily began, and without deliberating what might hereafter be the conſequence. He deſired me to incloſe the grant and our inſtructions in his preſence, he took and put a ſmall note with them, and afterwards ſealed it with his own ſignet: he then put it under my care, deſiring that I would deliver it to the Viceroy of Mexico. The veſſel is going to St. Blas, a ſettlement they have in the latitude of 21° 30′ North, on the coaſt of California, where we are going, to determine whether we are a prize to the King of Spain or not; if we are not, as we have every reaſon to expect, ſhe will be delivered up with every thing in her, and be anſwerable for all damages received or ſtores deficient, ſince his making a prize of us; but this undoubtedly will be ſettled between the two crowns.

Captain Colnett, myſelf, Mr. Temple, and Reid the carpenter, are permitted to remain on board the Argonaut; Mr. Hanſon on board the Commodore's ſhip; and Meſſrs. Gibſon and Ludlow on board the Spaniſh ſnow.

From what I can learn, or preſage, all the Engliſhmen are to be ſent in the Argonaut to St. Blas, and preparations are now making to accommodate us in that veſſel: they have alſo built cabins between decks for the ſeamen, where they are to be confined in irons during the night, but ſuffered to walk out in the day; the officers, I believe, are alſo to be uſed in like manner. I am at preſent in poſſeſſion of my cabin, as are alſo the reſt of us, and the commodore behaves with great civility, by obliging us in every liberty that can be expected as priſoners. Whatever deficiency may be left concerning our preſent tranſactions, will be explained to you in its true light by Mr. Hunter or Mr. Barnett; for I confeſs that I am very unhappy, unſettled, uneaſy, and in ſhort, feel an anxiety that [illegible] the compaſſion of a perſon involved in ſo diſagreeable a ſituation as I am.

I am,

Dear Sir,

Your's moſt obediently,

(Signed) B. DUFFIN.

P. S.

P. S. I am sorry to inform you that the Spaniards have taken the chief part of our copper, all our guns, shot and powder, with the spare canvass, &c. The former he means to trade with, as I am informed he sends his furs to Macao by Captain Kendrick, who also trades for him on shares.

To Captain John Meares.

Nootka Sound, July 13th, 1789.

DEAR SIR,

CAPTAIN COLNETT has been in such a state of insanity ever since the vessel has been captured by the Spaniards, that we are obliged to confine him to his cabin; yesterday morning he jumped out of the cabin window, and it was with great difficulty his life was saved; his constant cry is, that he is condemned to be hanged. I sincerely hope for his speedy recovery, but am apprehensive he never will recover his former senses again: I understand from the boy Russel that it is a family disorder, and that they all have symptoms of madness, more or less. I have written the whole transaction concerning our being captured, &c. previously to this, as minutely as present circumstances will permit, for I am apprehensive, if I am seen writing, they will take my book, paper, pens, ink, &c. from me, so that whatever I have written is by stealth; but Mr. Barnett has been so obliging as to assist me as much as lay in his power so to do. Gibson was seen writing one day, and they immediately took the paper and ink from him, and told him prisoners had no business to write. We are to-morrow to sail for St. Blas, with all our officers and seamen both English and Portuguese, except those that have entered with the Spaniards. They have taken all our stores to themselves, all our pitch, tar, canvas, twine, some provisions of all kinds, guns, ammunition, the chief of our copper, and many other articles that we were not acquainted with. All the officers being prisoners, some on board one vessel, and some on board the other, we have great expectations that the vessel will be delivered up at St. Blas. The Commodore informs me he sees, every thing that he has taken to himself shall be replaced at that port; but there has been a number of things taken out of the vessel by theft that he knows nothing of; nevertheless, if any, and the vessel is returned, they must undoubtedly make it good: but you, Sir, and the rest of our employers must be great sufferers, as it has frustrated all our expectations; had we not met with this misfortune, there were strong appearances of our procuring a great quantity of furs, as the Americans have no copper to purchase with, so that the natives reserved all their prime skins expecting a copper ship.

If our vessel is delivered up to us, our stores, trade, &c. returned, you may rest assured I will do all that is in my power for the benefit of my employers, and the Captain remains in this state of insanity [illegible] will undoubtedly do the same. I can say nothing more, but beg you will present my compliments to all enquiring friends, and remain,

Dear Sir,

Your's most obediently,

(Signed) B. DUFFIN.

To Captain John Meares.

APPENDIX.

Nootka Sound, July 14, 1789.

DEAR SIR,

YESTERDAY at two P. M. a ſail was ſeen in the offing, coming round Breaker's Point from the Southward, ſtanding into the Sound; as ſhe neared the ſhore we perceived her to be the ſloop Princeſs Royal, Captain Hudſon: at ſeven ſhe came to an anchor about two or three miles from the Cove, and Captain Hudſon himſelf came into the Cove in his boat, with four of his people; when inſtantly as he made his appearance in the Cove, the Spaniſh boat boarded him, and took him and his people on board the Commodore as priſoners. His motive for coming in, from what I could learn from himſelf, was to ſee if Captain Colnett was there, in order to receive his orders how he was to proceed in future. Whether Captain Hudſon's conduct in this proceeding was blameable or not, I leave to your ſuperior judgment.

We are now out of the Cove in the mouth of the Sound, and are poſitively to ſail tomorrow morning for St. Blas. The ſloop is towed into the Cove within all the ſhipping; and the Spaniards, from every appearance, have finally captured her.

Captain Hudſon ſeems very much hurt at his misfortune, and candidly declares that it is entirely from his own ſimplicity, and being too credulous of the Spaniard's honour, that has brought him into this diſagreeable dilemma.

Captain Colnett is much better to-day, and in general diſcourſes very rationally: I have endeavoured to perſuade him to draw out every particular concerning our being captured, to ſend to his employers, which he refuſes: his objection is, that he has involved himſelf and every one elſe in difficulties that he is not able to extricate himſelf from, and therefore declares to me, that he will have no more concern with the charge of the veſſel, but leaves every thing entirely to me, which I have, but moſt reluctantly, complied with, knowing that I cannot acquit myſelf with ſatisfaction to myſelf, nor undoubtedly [illegible] my employers. Nevertheleſs, if the veſſel is delivered up as the Commodore gives me every reaſon to hope that ſhe will, I will endeavour to the utmoſt in my power, to do every thing that may be any ways beneficial to my employers.

The Commodore wanted Captain Colnett to ſell all his copper to him, and he would give him bills for ſame, as he valued it; which Captain Colnett had complied with, but I objected, as I thought if his orders tolerated him to capture the veſſel, they would undoubtedly tolerate him to capture the cargo likewiſe. We are deficient in a great deal of copper, as I mentioned in my former; but Mr. Barnett will be able to inform you, I imagine, where it goes to.

Accompanying this, I ſend, under the care of Mr. Barnett, a copy of my journal from Macao, wherein you will find the principal occurrences that have happened to us ſince our departure. I have nothing more to add; neither have I opportunity to do it, the veſſel being continually crowded with people from different ſhips; ſo beg you will preſent my compliments to Mr. M'Intire, and every other gentleman in Macao; and remain,

DEAR SIR,

To Captain John Meares.

Moſt obediently your's,

B. DUFFIN.

A P P E N D I X.

A STATEMENT *of the* ACTUAL *and* PROBABLE LOSSES *sustained by the* ASSOCIATED MERCHANTS *of* LONDON *and* INDIA, *by the Capture of their Ships.*

ACTUAL LOSSES.	*Sp. Doll.*
To cash paid the crew of the Iphigenia, on their return to China, being near two years wages, and other incidental expences incurred, for which vouchers have been obtained - -	15,534
To cash paid the crew of the N. W. America, being near two years wages, on their return to China; for which vouchers have been obtained	3,719
To the equipment of the ship Argonaut; for which vouchers have been obtained - -	39,816
To the equipment of the Princess Royal; for which vouchers are ready to be produced	
To 473 sea otter skins, seized on board the Princess Royal, at 100 dollars per skin	47,300
To 12 sea otter skins detained for the particular use of Mr. Martinez, at the same valuation	1,200
To the agent's expences in returning to England	2,000
To insurance on the principal stock, at 20 per cent. the usual premium - -	23,864
To the loss of the officers' charts, journals, nautical instruments, cloathing, private goods, &c. the amount of which cannot now be ascertained	
To the amount of wages due to all the servants of the associated merchants now in captivity, from the time of their sailing to the time of their return	
To the value of the North West America, on the coast of America - -	20,000
Spanish dollars,	153,433

PROBABLE LOSSES.	*Sp. Doll.*
To the value of the cargo which probably would have been collected by the Iphigenia, 1000 sea otters skins, at 100 dollars per skin -	100,000
To the value of the cargo which would probably have been obtained by the North West America, 1000 sea otter skins, at 100 dollars per skin - - - - -	100,000
To the value of the cargo which would probably have been obtained by the Princess Royal, 1000 sea otters skins, at 100 dollars per skin -	100,000
To the value of the cargo which would probably have been obtained by the Argonaut, 2000 skins, at 100 dollars per skin	200,000
To the loss and destruction of the commerce of the Associated Merchants	
To the particular loss of the vessel of [illegible] tons, in frame, on board the Argonaut, and of the furs she would probably have obtained	
Spanish dollars,	500,000

INVENTORY *of the* GOLETA, *the Property of* DON JUAN CAWALLO *and* COMPANY, *of* MACAO; *taken by Order of the Commandant* DON STEPHEN JOSEPH MARTINEZ.

HER hull rotten, eaten through by the worm, as appears by the [illegible] made by the master carpenter and caulker, Ferdinand [illegible] and Francis Joseph de Castro.

Her main-mast, fore-mast, and bolsprit, without top-masts or poles.

Two hooks for [illegible].

The tackle for both masts; which, being of hemp, can only serve for oakum or tow, being rotten.

Her rudder, or helm, serviceable.

Her [illegible], with a compass.

A small iron anchor.

Two pieces of cable, from 40 braces long, for cables (braces) of middle dimensions.

Two larger ones.

Two fore-sails, one round-sail, one top-sail, one fogue.

Some pieces of old cable.

Six iron guns, caliber 2.

Six gun carriages, 70 balls of 2, and 20 ditto smaller.

Three copper swivel guns, with their keys; one ditto, without key.

Five musquets with bayonets, and 300 balls, and 6 pistols.

Half a cunete of fine gunpowder, which is supposed to weigh an arroba*; and another ditto of common gunpowder.

One hundred and sixty short iron swords.

Ten coopers hatchets, and 20 carpenters ditto.

Ten slips (or ingots) of the iron called platina, which are computed to weigh two quintals.

Seventy eight short pieces of iron, computed to weigh one quintal.

Three large iron bars, computed to weigh 600lbs.

Thirteen small water casks; and 1 ditto for a provision of water.

One barrel of pork.

Two ditto empty, all in pieces.

Eight old small pewter dishes, some of them broken.

One pot of cast iron, frying-pan and stew-pan of ditto.

On board the vessel at anchor in the river of this port of St. Lawrence of Nootka, 11th June, 1789. —— Signed Jos. Tovar and Tamariz, Robt. Funter, Thos. Barnet,

RAPHAEL DE CANIZARES.

This is a copy of the original, triplicates whereof were signed by the above-mentioned persons, and which is left in my care to transmit to H. E. the Viceroy of New Spain, for his superior determination. Dated as above,

RAPHAEL DE CANIZARES.

I, Don Stephen Joseph Martinez, ensign of the ship belonging to the Royal Navy, and commander in chief of the vessels of his Catholic Majesty upon this coast, and in the port of St. Lawrence at Nootka, do declare, That I have received from Captain Dn. Robert Funter, and pilot Dn. Thomas Barnet, every article contained in the preceding Inventory, as being the property of Dn. John Cawallo and Co. of Macao, until the determination of His Excellency the Viceroy of New Spain, to whom I have given an account by this date for his superior orders; and, at the request of the said concerned, I gave the present receipt on board this frigate, the Princess, under my command, in the port of St. Lawrence of Nootka, 13th July, 1789.

STEPHEN JOSEPH MARTINEZ.

* About twenty-eight pounds.

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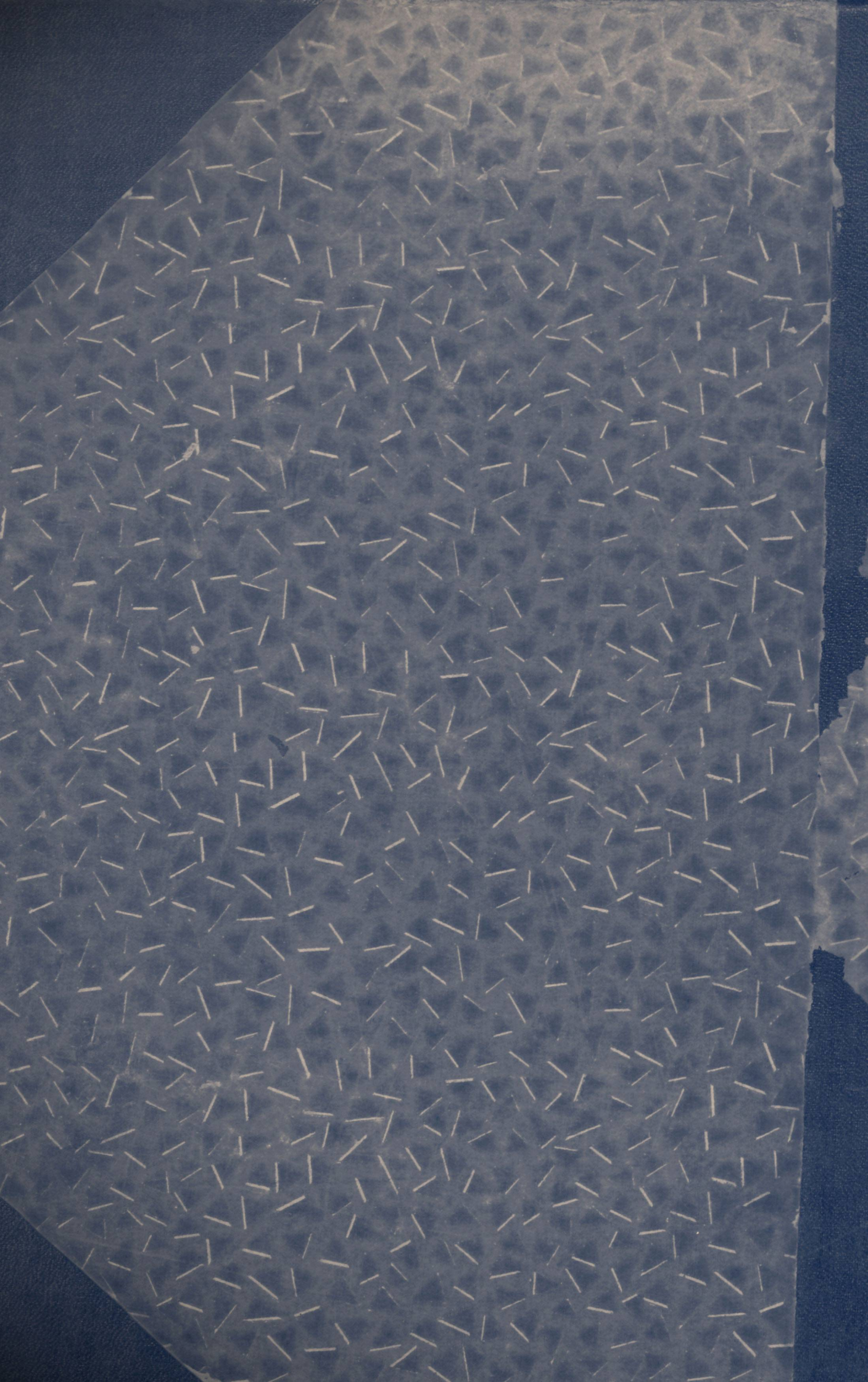
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